

Recognized Authority on
Connellsville Coke Trade

Weekly The Courier

Circulates Wherever Coke
is Manufactured or Used

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CONNELLVILLE, PA., THURSDAY MORNING, OCTOBER 3, 1912.

EIGHT PAGES.

Prices and Prospects.

PROMPT COKE GOES TO \$2.85 BECAUSE OF ITS SCARCITY

**Operators Unwilling to Sell
on Contract for Fourth
Quarter Fearing**

WEATHER WILL LIMIT OUTPUT

Contract Price for First Half in
District: Figures Disclosed Are \$2.50
(\$2.75); Increased Coke Consumption
Expected; Foundry Advances.

Special to The Weekly Courier.
PITTSBURGH, October 2.—The coke market has become quiet as to actual transactions on account of the existing scarcity in prompt coke and the prospect that this scarcity will continue. Today prompt furnace coke cannot be had at under \$2.85 or \$2.90 and there is very little to be picked up even at those figures. None of the operators is willing to sell on contract for the fourth quarter, and that position is not quotable at all. It is concluded that if coke is as scarce now it would be so for the next year. There are no chances of making a contract for the quarter, when the various coal weather exigencies are to be reckoned with. For the first half of the new year it is possible that contracts could be made at \$2.50, but it is doubtful, and many operators would probably not be tempted at less than \$2.75.

It is generally suggested that the labor shortage is the condition most responsible for the present situation in coke, and the question is whether this will improve when bad weather sets in and reduces the amount of outside work being done, particularly highway work.

It is generally assumed that consumption of coke will increase during the next few months, as while the steel works have been operating all their available blast furnaces, there are a number of merchant furnaces out of blast which are likely to come in as soon as coke supplies can be arranged for. One such was scheduled to blow in yesterday, but has not gone in, and may not be able to blow in before the 10th of the month.

The market stands quiescent as follows:
Prompt furnace \$2.85 @ \$2.90
Contract, first half \$2.50 @ \$2.75
Prompt foundry \$2.80 @ \$2.85
Contract foundry \$2.80 @ \$2.85

While the supply of rack coke has been fairly good the supply of box cars is not satisfactory, and the shortage of labor for working box cars is a still more serious matter. This accounts for the advance in prompt foundry coke. The demand for the past fortnight has been advanced in proportion. Sales of 10,000 or 15,000 tons were made at \$15.50, Valley, and it is a question whether this price can be done again. The market is quotable approximately as follows: Bessemer, \$15.50 @ \$15.75; Basic, \$15.50 @ \$15.90; No. 2 Foundry, \$15.50 @ \$16.00; all f. o. b. Valley furnaces, 90 cents higher delivered Pittsburgh.

The September pig iron averages as compiled by a leading interest in the trade from actual sales of 1,000 tons and over, are announced at \$15.92, Valley, for Bessemer and \$15.134, Valley, for Basic, representing gains from August of \$1.48 for Bessemer and \$1.134 for Basic.

Larimer Coke Works Discontinued.
The passing into history of an old time coke and coal industry is, on with the dismantling of the famous old Larimer coke ovens, about 300 number, erected in 1872 by Carnegie Brothers & Company and the late Alexander Chambers of Larimer. The plant was acquired by the Frick interests and finally taken over by the United States Steel Corporation and for many years was out of commission.

More Ovens at Marianna.
The Pittsburgh-Buffalo company is building 600 more ovens at Marianna making 1,000 in all at that Washington county plant.

Pittsburgh Coal Prices.
Pittsburgh district coal prices are well maintained at \$1.15 for run of mine and \$1.075 cents for slack. There is an active demand for the latter.

New Cambria County Coal Mines.
The Colver mine of J. H. Weaver & Company, in Cambria county, recently opened, is producing 50,000 tons per month.

Coal Development at Bolivar.
The Jacobs Coal Company, composed of Greensburg people, are opening their coal property near Bolivar.

Louisiana Trading Into Somerset.
The Louisiana Coal Company is getting ready to develop a coal tract in Somerset, Somerset county.

STEEL AND IRON MARKET IN THE SELLERS' HANDS

Pig Advances and Steel Mills Have
Orders Enough to Keep them
Busy Until April 1.

Special to The Weekly Courier.
NEW YORK, Oct. 2.—The American Metal Market and Daily Iron & Steel Report will say tomorrow morning: "The whole iron and steel market has gained strength in the past week, partly through an enlargement in the trading in steel products for the new year, and partly through rather heavy advances in pig iron, particularly in the Centre West."

"The mills are now so well filled with specifications for finished steel, and see specifications coming in at such a rate, that they regard it as settled almost until April 1st. To see with certainty six months ahead is all that has ever been claimed as feasible in this industry."

"The unfinished steel situation has reached an acute stage. The mills have little if any unfinished steel to offer for this year's delivery, and practically without exception they are refusing to name prices for the first quarter of next year. They suggest the probability that they will have less unfinished steel to spare for the market than usual, their own finishing mills being so crowded, while they point out also that they will have to carry over considerable tonnage from this year. While the latter situation covers consumers for an equal quantity of steel, the position of the finishing mills dependent upon outside sources for steel is far from a comfortable one, and this is particularly true of the sheet and tin plate mills, since the market for next year was formally opened last week. The majority of these mills are pursuing a very conservative course as to sales for next year, but this indeed the mills which make their steel are doing also. It is recognized that it is a seller's market."

ELECTRIC POWER

For Suburban Passenger Service Possible
on Pittsburgh Railroads.

It is known that passenger department officials and operating department heads of rival railroad systems in Pittsburgh district have been negotiating for one of the pending installation of a gasoline electric motor car for trial service for passenger traffic on the Pittsburgh & Lake Erie railroad.

The contract for the car was awarded by the Lake Erie about six months ago, for one of the General Electric Company's gas-electric cars, with a trailer, which will be ready for operation on the road about the middle of October. The trailer for the car has already been received. The officials of the Pittsburgh division of the New York Central Lines, of which the Pittsburgh & Lake Erie is a unit, say that if the car proves successful orders will be placed in a short time for many more of the same type. The car is being ordered to replace the Baltimore & Ohio for some time have been considering the gasoline motor car for "short hauls" on suburban traffic out of the city proper, and for small branch roads. Officials of both of these roads have been ordered to report to their superiors on the success attained in the new Lake Erie venture.

The Lake Erie will endeavor to operate the car for suburban traffic to points west of Pittsburgh with the idea, if the project is successful, of giving more frequent service than at present.

COKE PRICES

And Market Conditions at Important
Delivery Points.

The Black Diamond reports a heavy and increasing demand for coke in Chicago with a short supply. The by-product plants of the vicinity are being pushed to their full capacity.

Coke prices are increasing at Buffalo and there is a marked shortage in the supply, reports the correspondent of the New York Coal Trade Journal. Circular prices have been withdrawn. A large amount of the coke coming in a rack cars at \$5 at the Bridge, the minimum price has been \$4.50 for 72-hour Connellsville foundry, with \$4.35 for 48-hour furnace, \$4.15 for high-sulphur and \$4 for stock coke.

W. VA. COKE OUTPUT

From the Pocahontas and Adjoining
Fields in August.

Shipments of coal and coke over the Norfolk & Western during the month of August were about normal. The coke sent out from the Pocahontas field was exceptionally good, the total for that commodity being 92,615 tons. The coal shipments were as follows, the figures being taken from the office of the chief mine inspector: Pocahontas field, 1,339,465 tons; Two River field, 221,175 tons; Thacker field, 256,842 tons; Kenova field, 92,945 tons, and the total coal, 1,904,433 tons.

Closed for Repairs.
The Wharton coke plant of the Wharton Coal Company, 200 ovens, at Corral, in the Upper Connellsville region, has closed down for repairs.

By-Product Ovens in Kentucky.
The Semul-Solway interests are building a by-product coke plant at Ashland, Ky., to run on Kentucky coals, at a cost of \$750,000.

Bringing the Bedford Iron Business.
The Huntington & Broad Top railroad is building a bridge across the Juniata river from Mount Dallas to the Thompson furnace.

Review of the Connellsville Coke Trade.

Statistical Summary.

PRODUCTION.	WEEK ENDING SEPT. 28, 1912.				WEEK ENDING SEPT. 21, 1912.			
	Ovens.	In.	Out.	Tons.	Ovens.	In.	Out.	Tons.
DISTRICT.								
Connellsville	22,855	16,825	6,080	218,308	22,855	16,585	6,100	212,328
Lower Connellsville	16,043	14,110	1,933	169,319	16,043	14,066	1,977	161,308
Totals	38,728	30,735	7,993	387,627	38,728	30,651	8,077	373,636
BURNING OVENS.								
Connellsville	18,106	13,361	4,745	171,954	18,106	13,361	4,745	171,914
Lower Connellsville	5,671	4,467	1,204	52,408	5,671	4,435	1,236	50,636
Totals	23,777	17,828	5,949	224,362	23,777	17,796	5,981	222,550
MERCHANT OVENS.								
Connellsville	4,578	3,264	1,315	41,354	4,578	3,224	1,355	41,114
Lower Connellsville	10,372	9,443	729	115,913	10,372	9,431	741	110,067
Totals	14,950	12,707	2,044	157,267	14,950	12,655	2,096	151,181
SHIPMENTS.								
To Pittsburgh		3,842 Cars		4,004 Cars		3,842 Cars		4,004 Cars
To Points West of Pittsburgh		6,400 Cars		6,167 Cars		6,400 Cars		6,167 Cars
To Points East of the Region		826 Cars		834 Cars		826 Cars		834 Cars
Totals		11,068 Cars		11,005 Cars		11,068 Cars		11,005 Cars

THE CRUSHED COKE TRADE TAKES NEW START IN REGION

Two Modern Plants Recently
Erected in the Monongahela Valley.

BRIEF HISTORY OF BUSINESS

H. C. Frick Coke Company Concealed
and Made Crushed Coke Business:
Four Crushers Formerly in Old Region
All Long Since Abandoned.

The crushed coke business has drifted to the Lower Connellsville coke region. The old region operated for very successful plants through a number of years, but all have passed away. The business is now confined to two recently erected plants in the Monongahela valley. Some crushed coke is also manufactured in the Upper Connellsville or Latrobe region.

In the Lower Connellsville region, W. H. Brown has just completed a modern plant at his Allen coke works near South Brownsville. The Allen plant consists of 200 rectangular ovens, with 200 additional building which are expected to be completed and in operation about November 1. The plant will have a capacity of 25,000 tons per month, of which 6,000 tons will be crushed.

Sales Manager C. F. Colbert, Jr., this week sent out circulars to the trade, announcing the completion of the crusher and quoting prices on the following sizes: 2 1/2", 2 1/4", 2 1/8", through a 3/4" screen; chestnut, through a 3/4" screen; pea, through a 3/4" screen.

The Bessemer Coke Company operated the other coke crusher in this region. It is located at the Miller plant of the company, composed of 257 ovens, located on Ten Mile creek, Washington county. It has been in operation over a year and has a capacity of 25 tons daily. The combined capacity of the two plants is about 10,000 tons per month.

When a dominant factor in the merchant trade of the Connellsville region, the H. C. Frick Coke Company, whose aggressive management sought markets for its product in every quarter of the country, conceived the idea of crushed coke as a substitute for anthracite at favorable competitive points, and so popular did the new fuel become that it was sold in the anthracite markets in direct and successful competition with that fuel.

The Frick company operated crushers at Valley, Standard and Redstone having a combined capacity of between 20,000 and 25,000 tons monthly. The company suffered from fires. It required constant vigilance to keep the crushing plants from burning down from the hot coke they handled. Most of them eventually suffered that fiery fate. Standard and Redstone were wiped out by fire and Valley was burned once and rebuilt. Standard crusher had a capacity of 400 tons daily. It was burned in 1893 and was not rebuilt. Redstone, with a capacity of 300 tons daily, burned in 1895. Valley, which was a smaller plant, had in the meantime been abandoned, and the company retired from the crushed coke business.

W. J. Rainey built a crusher at Mount Braddock works in 1897 and operated it until 1911, when the plant was dismantled and torn down to make way for new oven construction. This crusher had a capacity of 100 tons daily.

The Frick company retired from the crushed coke trade chiefly because its furnace interest became dominant and its demand for furnace and foundry coke fully met its productive capacity. The Rainey interest abandoned the business because competition in other districts where the product was manufactured from low-grade high-sulphur coke made the business no longer desirable.

UNITED STATES SURVEY HOLDS OVER MILLION-ACRES COAL

In August, Government Appraisers and
Sets Aside Lands in Wyoming;
124,174 Acres Noncoal.

During the month of August the United States Geological Survey appraised 1,241,744 acres as coal land in the Western States, placing a valuation thereon of \$12,524,196. In the same month the Survey also classified 124,174 acres as noncoal land and transmitted the findings to the General Land Office so that the land might be restored to the public domain.

These classifications were based on the field examinations of the Survey geologists.

Under the present coal land regulations adopted April 10, 1909, 164,611 acres have now been classified in 46-acre tracts as coal land, with the valuation of \$95,255,732. The valuation of these same lands at the old minimum prices would have been \$20,544,787; the difference in favor of the Government under the present policy is therefore \$444,711,945. During the same period 43,435,079 acres have been restored to the public domain as noncoal land.

In connection with the classification of oil and the Secretary of the Interior withdrew in August 36,746 acres in Wyoming, making a total of 4,810,928 acres of oil and non-oil standing withdrawn and awaiting needed legislation in the interests of the development of the nation's extensive petroleum deposits.

In administration of the phosphate lands 2,140 acres in Florida were withdrawn and 46,381 acres in Wyoming were restored to entry, leaving a total of 2,140 acres of phosphate land standing withdrawn and also awaiting necessary legislation. The content of the important deposits on these lands has been moderately estimated at over two billion tons of high-grade phosphate rock.

Of land available for the development of water power 153 acres in Washington and 23 acres in Wyoming were withdrawn during the month by the Secretary of the Interior, and 16,621 acres in Arizona, California, Idaho, New Mexico, and Wyoming were restored, making a total of 1,816,530 acres, including thousands of acres of power sites, standing withdrawn in aid of proposed legislation which shall allow for their development and protect the interests of the people.

It is the policy of the Geological Survey in the classification of the public lands to recommend the withdrawal of such areas as may be of value to the Government from the standpoint of the Federal Government for the protection and conservation of its mineral and water resources; to make such withdrawals as accurately as possible, on the basis of the best information available; and to make further investigations and procure additional data in order to restore to the public any areas not necessary to the protection of the Government interests.

B. & O. ORDERS MORE HELP TO UNLOAD LOCAL FREIGHT CARS

System, With Other Great Lines, Thus
Prepares for Threatened
Shortage in Rolling-Stock.

Baltimore & Ohio freight agents on the Connellsville division Friday were instructed to employ additional men, if necessary, to unload freight promptly. This order was issued in connection with a campaign to avoid a threatened car shortage.

Officials of the company are quoted as saying the campaign opened two weeks ago, already is bringing desirable results.

Sticker Sees Good Business.
A. C. Sticker, of the Superior Coal Company, returned from the "Dunes" yesterday from a business trip, East. He declared the coal business far above normal and that the presidential campaign had not interfered. He said they expected to reach the 10 tons in the Polvere mine, this week.

Fire Destroys Republic Barn.
The Republic Iron & Steel Company's barn at Republic was completely destroyed by fire of unknown origin at 5 o'clock Sunday evening. The loss is \$5,000.

THE CONNELLVILLE COKE REGION TAKES ITS WESTWARD WAY

First Important Development in Greene County
Field Announced.

POLAND COKE PLANT BUILDING

Works Will Be Located on Old Maple
Farm and Branch Railroad Will Be
Built Up Creek From Monongahela
Railroad.

The development of the Greene county coke field is at last. It comes promptly with the establishment of railroad facilities. The extension of the Monongahela railroad south to the State line to connect with the Buchanan & Northern is the signal for beginning work on the first extensive coke plant in the new field, and there is reason to believe that others will follow rapidly.

The Poland Coke Company, which recently purchased from J. V. Thompson, who practically controls this field, 1,100 acres on Dunkard creek, plans the immediate development of its property. To that end it has just purchased some 70 acres of coal and surface on the old Maple farm, where it will locate the new plant and open its coal. A branch railroad will be built up Dunkard creek a short distance to the proposed plant. The location was selected because of the directness of the route to the coke plant, which will consist of 150 ovens of the rectangular type. The plans are about completed and bids will be received soon. The company hopes to have an operating proposition in full swing by the coming summer.

It is announced the Buchanan & Northern connection will be ready by January 1 next, and the Poland company's railroad connections will be established perhaps sooner. The completion of the Monongahela railroad along the eastern border of Greene county will afford owners of coke plants ready access thereto for mining, coking and shipping purposes.

The Poland company paid \$300 per acre for their Dunkard creek holdings. The vein is seven feet thick and of tried coking quality. It lies in Monongahela township, Julian W. Kane, of the famous Pitkin blast furnace builder, mining engineer and metallurgical authority, is at the head of the Poland company. Associated with him are several Pittsburgh steel men and capitalists.

Receivers of Air Compressors.
The purpose of a compressed-air receiver is to reduce the pulsations of the air from the compressor, to collect water and grease carried by the air in the pipes. The receiver is not intended as an air reservoir of power, though to a limited extent it may be employed for this purpose, as in the event of sudden stoppage of the compressor for any cause the air in the receiver may have sufficient volume and pressure to accomplish some work, such as holding a skip that has already been started by the engines which are run by compressed air. The extent to which the receiver may be used for this purpose depends upon the volume of air and its pressure. The principle is exemplified in the compressed-air motors.

Improving Miners' Living Conditions.

The United States Coal & Coke Company will spend \$250,000 at Gary, W. Va., for sanitation and welfare work. This company is subsidiary to the United States Steel Corporation. The product of its mines is for the most part shipped to Gary, Ind., where it is coked in the by-product plant there.

Profits of West Virginia Coal Mining.
The Virginia Coal, Coke & Iron Company produced 1,562,000 tons of coal last year at a profit of \$308,000, or a fraction less than 20 cents per ton.

Production and Output.

STEEL PROBE WITNESSES TELL OF FACTS AND SALES BINDERS

Tin Plate Company's Methods Re-
lated Before Government Repre-
sentatives at Pittsburgh.

That the American Sheet & Tin Plate Company, subsidiary of the United States Steel Corporation, and the latter itself were in an agreement with the manufacturers of tin and steel plate rolling machinery to take the entire output of their mills and prohibit the sale of such machinery to independent manufacturers of other commodities, was the statement by Charles Herbert Booth, of the Lloyd, Booth Machine Company, of Youngstown, O., yesterday afternoon, as a witness in the Government case against the United States Steel Corporation, asking for a dissolution.

B. G. Follansbee, of Follansbee Brothers Company, with a plant in Follansbee, W. Va., and a selling department in Pittsburgh, was one of the largest manufacturers of tin plate in the country, was the next witness. He testified he had been in the business for years, and that it was not until the organization of the United States Steel Corporation that the tin plate manufacturers met in conference regularly. After the formation, and the establishment of the Gary plant, the tin plate manufacturers and brokers came into closer communion. Then there would be an exchange of opinions and all would finally enter into a "gentlemen's agreement" that the selling price would be so much per box. Sometimes this was lived up to, other times it was not, but no action would be taken until the next meeting, when the offender would be criticized for making the cut.

Inside information as to what took place at a Gary dinner in New York City, November 1907, and which, with others, he attended at the express invitation of Judge E. H. Gary, head of the United States Steel Corporation, was given by James A. Campbell, a prominent Youngstown, O., steel man, on the stand.

BESSEMER FIRING UP

Its Upper Connellsville Region Plant
at Bessemer.

The Bessemer Coke plant is preparing to fire up its Duquesne plant of 244 ovens in the Upper Connellsville region. The works are located at Bradenville, on the Pennsylvania railroad. They have been idle for several years. Twenty-five miners have been put to work cleaning up the pit and 100 ovens will be fired as soon as they can be put in proper repair. The Latrobe Bulletin voices the reasons for starting the plant as follows:

"The big prize being offered for coke are responsible for the resumption of activity at this big plant. The Bessemer company owns one of the best tracts of coal yet remaining to Derry township, and it has been holding on to it, waiting the time when the coke market would make coke-making attractive. That time has now arrived, and the intentions are to start the Duquesne plant will be going steadily, within a few days. The plant was closed some years ago, when the company found it possible to accommodate all its trade from its Masonville and other plants in Fayette county. During the strike an effort was made to resume, but it was soon given up."

The Bessemer Coke Company operates three plants in the Connellsville region aggregating 757 ovens, 500 of which are now in blast.

COKE FREIGHT RATES

From the Connellsville Region to
Chief Points of Consumption.

Freight rates from Connellsville to principal points of consumption are as follows:

WESTERN POINTS.
Pittsburg \$1.80
Youngstown 1.55
Columbus 1.45
Canton 1.45
Toledo 1.50
Detroit 1.50
Milwaukee 1.70
Chicago 2.00
St. Louis 2.80

EASTERN POINTS.
Buffalo \$1.85
Baltimore 1.75
Harrisburg 1.75
Baltimore 1.75
Philadelphia 2.15
New York 2.55
Gary and Joliet the Chicago rate. The rates quoted are on both foundry and furnace coke. There is no longer any discrimination between the products. In the view of the Interstate Commerce Commission coke is coke just the same as "pigs is pigs."

American Red Cross.

The First-Aid Department of the American Red Cross has issued a catalogue of first-aid books and supplies. With a view to conserving human life by rendering immediate aid to the injured in mines, the Red Cross has established a First-Aid Department. In this work the Red Cross is assisted by Major Charles Lynch, Medical Corps, United States Army, and Dr. M. J. Shields, one of the pioneer teachers of first aid among miners in this country.

Elkhorn & Sandy Valley Railroad.
The Elkhorn & Sandy Valley railroad, which taps the Elkhorn coal field in Kentucky, was opened for traffic October 1. It is leased by the Baltimore & Ohio to the Consolidation Coal Company. It is known that the Consolidation Coal Company has spent millions of dollars in developing coal land in this district. The Consolidation is a Baltimore concern and has been one of the biggest operators in the Georges Creek or "berland" region.

OPERATORS MAKING EARNST EFFORT TO PRODUCE MORE COKE

Production Measured by Men
Rather Than by Equipment
at Present, but

WINTER PROMISES MORE LABOR

When Working Condition is the Mines
Are More Agreeable Than They Are
on the Outside; Coke Car Supply
Good; Coal Cars Scarce.

The Connellsville operators are evidently making an earnest effort to increase their production to meet the pressing demand for coke, and not without some measure of success. Production increased last week 3,000 tons over the preceding week, the total being over 352,000 tons. Two-thirds of this increase came from the ovens of the merchant operators. The 20,000 and odd active ovens are running practically full time and top capacity. There are about 8,000 idle ovens in the region, but perhaps not more than 5,000 of them are fit for operation. All are out of repair and at some of the old plants there is not enough coal remaining to run all of the ovens were they in shape for operation. But 5,000 additional active ovens would increase the production 60,000 tons weekly, and a long way toward supplying the evident coming demands which will soon be made upon the Connellsville operators. About 2,000 of these are merchant ovens; they would add to the open market supply some 25,000 tons. All these idle ovens are not in active operation chiefly because of an insufficient labor supply. Connellsville coke production is at present being run by men and not by equipment. The outlook for better labor conditions is not very assuring, the only hopeful suggestion being that the approaching winter weather will drive outside labor into the mines where working conditions are much more pleasant and often more profitable.

The supply of coke cars continues ample though there are some complaints about box cars for foundry trade. Box cars are in demand for the grain trade, and not in demand for the coke business. However, the foundry business is light, and it will not be allowed to suffer severely. The railroads are making good their promise to take care of the furnace trade. There is some concern about the coal trade, however, and this extends to the Connellsville coke region where some coal is shipped, notably from the Gates, Filbert and Bridgeport mines of the H. C. Frick Coke Company to South Sharon, Pa., and Gary, Ind., for coking in the United States Steel Corporation's by-product plants at those places. Present shipments aggregate about 135 cars or 6,750 tons daily. It is mixed with coal from the Pocahontas field. The Frick company owns three other coal mines, namely, Sarah, Ralph and Palmer, which are not in operation; in fact, two of them have never been operated. All these mines are in the Lower Connellsville field.

Production made a gain last week of 8,896 tons over the week before, the total being 352,627 tons as compared with 313,621 tons. The furnace ovens gained 3,510 tons, their total being 255,660 tons as against 221,350 tons, while the merchant production increased 6,486 tons, the total being 157,267 tons as compared with 151,781 tons.

The running time increased from 5.72 days the preceding week to 5.84 days. The average of the furnace ovens was 5.80 days as compared with 5.81 days while the merchant ovens averaged 5.77 days as against 5.80 days.

Of the 17,838 furnace ovens in operation, 110 ran seven days; 15,788 ran six days and 1,536 ran five days.

Of the 12,907 merchant ovens in operation, 10,417 ran six days; 2,848 ran five days and 42 ran three days.

Of the entire 30,735 ovens in operation, 110 ran seven days; 25,585 ran six days; 4,773 ran five days and 42 ran three days.

Shipments for the week aggregated 12,168 cars, distributed as follows: Pittsburgh district, 3,942 cars; to points west of Pittsburgh, 4,400 cars; to points east of Connellsville region, 826 cars. Compared with the shipments of the previous week, this shows a decrease of 63 cars in Pittsburgh shipments; an increase of 233 cars in Western shipments and a decrease of 8 cars in Eastern shipments, making a net increase of 163 cars.

The number of active ovens in the region was increased by the firing of 42 at Shannon, 32 at McKeesport and 10 at Centerville, total 84.

The following table shows the number of ovens in operation, production and shipments for the corresponding week from 1906 to date:

Year.	Ovens in Operation.	Production.	Shipments.</
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MONTANA HAS LOTS OF FUEL BUT ITS QUALITY NOT BEST

Large Areas of Lignite Seated Over State, Much of it on Surface.

UNDEVELOPED SAVE BY FARMERS

Baker, Glendive, Sidney and Culbertson fields estimated by Geological Survey to contain 58,500,000,000 tons.

The Fort Union coal region, in eastern Montana, constitutes one of the largest fuel-bearing areas in the world. The presence of lignite throughout this region has been known since the earliest explorations of those main arteries of travel, Missouri and Yellowstone rivers, yet it was not until 1910 that the facts concerning this resource were gathered. The chief reason for this lack of investigation is that prior to 1910 the region was not included in governmental coal-land withdrawals, such as since 1906 had embraced large areas in western public-land States.

For the purpose of classifying public lands with respect to coal, five field parties of the Geological Survey operated in eastern Montana, along the North Dakota boundary, in 1910, and the results obtained by these parties are presented in a pamphlet entitled "Lignite in Montana," recently issued as Bulletin 471-D by the United States Geological Survey.

Until comparatively recent times the region discussed in the reports was sparsely settled, its agriculture being developed only in favored localities. The greater part of the area has been devoted to stock raising, for which purpose it is ideally adapted. Of late years, however, there has been a rapid influx of dry-land farmers, and practically all lands that can be tilled have been taken up and farmed. As a result, wheat and alfalfa have become the principal crops of the several towns in the region. Glendive is consequently the largest, having a population of more than 4,000.

The Baker coalfield, the southernmost of the five, contains lignite that is of much better quality than that of the other fields and approaches closely the grade of subbituminous coal. There are no drifts, shafts, or other development work on the lignite of the Baker field, although lignite has been taken from the several surface exposures for use at ranches. As the country becomes more thickly settled such use will naturally increase, but it is not probable that any extensive mining operations will be undertaken there in the near future. A bed 1 foot thick and 1 acre in extent contains approximately 1,800 tons of lignite. On this basis the quantity of lignite contained in the Baker field is not less than 36 inches thick (the minimum thickness established by the Interior Department as minable in this field) is estimated to be 1,356,654,000 short tons. If all lignite beds which have a thickness of 14 inches or more are taken into consideration a moderate estimate would be 5,254,671,000 tons for the entire field.

The Glendive field is located about midway between the north and south boundaries of the State. Glendive, the county seat of Dawson County, near the center of the field, is a thriving town and the commercial center of the surrounding region. Considerable lignite is mined in this field from strip pits and small entries for local use. One mine in the field has been in operation for seven years. Its average output is 25 cars a day, or 1,500 tons a week, for four months in the year. The lignite sells at the mine for \$1.25 a ton and is delivered in Glendive for \$2.50 a ton.

The estimated gross tonnage of lignite in the Sidney field, which lies north of the Glendive field, is 23,324,830,000 short tons. This estimate is thought to be moderate, because only lignites actually seen and measured have been considered, and it is very probable that there are many other beds present which were not noticed as half of the area is grass covered and the rocks are poorly exposed. In considering the figures above given it must be remembered that little over half of the gross tonnage is recoverable under present conditions, so that on this basis the amount that can be mined in the Sidney field is about 12,590,000,000 short tons.

The estimated amount of recoverable lignite in the Culbertson field, which is in the northeast corner of the State, is 27,350,000,000 short tons.

N. Y. Banker in Senate Probe. WASHINGTON, Oct. 2.—James G. Cannon, president of the Fourth National Bank of New York City, was the first witness before the Chappin committee when it reconvened today. Cannon told the committee he had audited the campaign accounts of the late C. N. Ellis, treasurer of the Republican National committee in 1904, but said he knew nothing of the Archbold or other contributions. He had never talked with Ellis of contributions and insisted he had no knowledge of gifts either in 1904 or 1905.

FIERCE FIGHT IN LAWRENCE AS RESULT OF TEXTILE STRIKE

Jails and Hospitals Filled With Victims of Desperate Clash Between Sympathizers and Police.

LAWRENCE, Mass., Sept. 30.—

Rioting as serious as any which occurred during the great textile strike of last winter, broke out here today shortly before 6 A. M. As the result of clashes between the police and the protest strikers, dozens are in the hospitals with broken heads and the police station is crowded with prisoners, including men and women. Few of the prisoners are free from bruises and cuts.

During the most serious riot at Essex and Union streets where the police charged a crowd of 1,000, a signal of newspaper men who were following the charge of the police were set upon by the officers and only by quick dodging and running were they saved from a clubbing. A Boston Traveler photographer was not as quick as the others in dodging and was clubbed to the ground and his camera smashed to pieces by the infuriated police. As the newspaper reporters were chased down a side street, they exulted, only to be told that they had no business there. Long before daylight, despite unreasonably cold weather, picket lines of 2,000 or more surrounded the World, Washington and Ayer mills. As dawn broke, the first mill workers began to struggle towards these three mills, the rioting began. Desperate after their clubbing of yesterday, the strikers "roughed" the workers who refused to turn back. Immediately the state and city police were rushed to half a dozen different points in automobiles and vehicles which had been present in the service. The appearance of the police was the signal for desperate fighting. Every minute, some one dragged another occasionally a man would fall. It was 3 o'clock before a semblance of order was restored. Of those arrested today, one man is dying at the hospital. Five of the prisoners are women. All who were arraigned late this afternoon in the police court.

Rioting broke out afresh this afternoon after a half hour of quiet. As the workers in the Everett mills were returning to their homes after the lunch hour, several hundred strikers appeared and the rioting of the day occurred. Police reserves, armed with wagon-tongues and blackjacks, with orders to "go in" and "rough" the strikers, were sent into the mob, and in two minutes scores had been rendered senseless.

ALIENS NABBED AT ADELAIDE FOR VIOLATING GAME LAW

Warden Reports Many Infractions of Act, and Unusually Good Prospects for Hunting.

Two foreigners were arrested by a game warden at Adelaide, Tuesday, charged with having firearms in their possession and hunting game out of season. They were taken before a justice of the peace and fined \$25 and costs.

Numerous complaints of violations by foreigners, have been made to the game warden and he is prosecuting vigorously. A number of arrests already have been made.

Violations in mountain districts among Americans, also have been reported. The game warden has been in many sections of the county the last two weeks and reports game more plentiful than in years.

MAY END BAGGLEY-RECLA GRADING WITHIN FOUR MONTHS

Contractors Transport Men and Equipment to the New West Penn Extension.

John C. Herndon & Company, contractors for the Baggage-Recla extension of the West Penn already are transporting men and equipment to the Baggage end, and grading will begin this week. It is the plan of the contractors to complete the work in four months. It is estimated about 125,000 cubic yards of dirt will be removed. Four overhead bridge spans, railroad tracks, will be erected. Temporary shanties for workmen are being built along the route. The Herndon company constructed a section of the Connellsville extension of the Western Maryland.

MONTANA MINERS STRIKE

Pending Revised Wage Scale, Every Worker Walks Out.

GREAT FALLS, Mont., Oct. 2.—Pending action on the proposed new wage scale, prepared at a conference of mine owners and representatives of the United States Mine Workers of America last week, every coal miner in Montana walked out, yesterday, when the former wage agreement expired.

The various locals will vote on the new agreement Friday, and it is expected it will be accepted. The new scale, which, if endorsed, will be effective for two years, provided for an increase over the old scale.

Third Juror in Textile Case. SALEM, Mass., Oct. 2.—The third juror selected in the case of Joseph Ettor, Arturo Giovannitti and Joseph Caruso, charged with being responsible for the death last winter of Anne Sullivan, was William T. Cressy, a salaried man at Gloucester. He was the 25th juror named and the 18th examined today, the choice following a short conference between the prisoners and their attorneys.

5,000 Believermen Miners Strike. The 24-hour general strike called by the International Workers of the World in protest against the trial and imprisonment of Joseph G. Ettor and Arturo M. Giovannitti in Lawrence, Mass. was recognized by 5,000 miners in the vicinity of Believermen, Pa., Monday, according to local reports, today.

Climax Coal at Rockwood. ROCKWOOD, Sept. 30.—Articles of incorporation have been filed in the State of Delaware for the Climax Coal Company of Somerset, to acquire lands for the development of coal. The incorporators are J. C. Winslow, J. A. Barker, A. F. Dicker, all of Somerset, capital, \$50,000.

The Lower Connellsville District

With Their Owners, Address and Ovens in Blast Corrected to Saturday, Sept. 28, 1912.

Total Ovens.	In Blast.	Name of Works.	Name of Operators.	P. O. Address.
40	20	Adair	Adair Coal Company	Uniontown
40	20	Alfco	W. J. Rainey	South Brownsville
40	20	Alfco No. 1	W. J. Rainey	New York
40	20	Alfco No. 2	W. J. Rainey	Uniontown
40	20	Alfco No. 3	W. J. Rainey	Uniontown
40	20	Alfco No. 4	W. J. Rainey	Uniontown
40	20	Alfco No. 5	W. J. Rainey	Uniontown
40	20	Alfco No. 6	W. J. Rainey	Uniontown
40	20	Alfco No. 7	W. J. Rainey	Uniontown
40	20	Alfco No. 8	W. J. Rainey	Uniontown
40	20	Alfco No. 9	W. J. Rainey	Uniontown
40	20	Alfco No. 10	W. J. Rainey	Uniontown
40	20	Alfco No. 11	W. J. Rainey	Uniontown
40	20	Alfco No. 12	W. J. Rainey	Uniontown
40	20	Alfco No. 13	W. J. Rainey	Uniontown
40	20	Alfco No. 14	W. J. Rainey	Uniontown
40	20	Alfco No. 15	W. J. Rainey	Uniontown
40	20	Alfco No. 16	W. J. Rainey	Uniontown
40	20	Alfco No. 17	W. J. Rainey	Uniontown
40	20	Alfco No. 18	W. J. Rainey	Uniontown
40	20	Alfco No. 19	W. J. Rainey	Uniontown
40	20	Alfco No. 20	W. J. Rainey	Uniontown
40	20	Alfco No. 21	W. J. Rainey	Uniontown
40	20	Alfco No. 22	W. J. Rainey	Uniontown
40	20	Alfco No. 23	W. J. Rainey	Uniontown
40	20	Alfco No. 24	W. J. Rainey	Uniontown
40	20	Alfco No. 25	W. J. Rainey	Uniontown
40	20	Alfco No. 26	W. J. Rainey	Uniontown
40	20	Alfco No. 27	W. J. Rainey	Uniontown
40	20	Alfco No. 28	W. J. Rainey	Uniontown
40	20	Alfco No. 29	W. J. Rainey	Uniontown
40	20	Alfco No. 30	W. J. Rainey	Uniontown
40	20	Alfco No. 31	W. J. Rainey	Uniontown
40	20	Alfco No. 32	W. J. Rainey	Uniontown
40	20	Alfco No. 33	W. J. Rainey	Uniontown
40	20	Alfco No. 34	W. J. Rainey	Uniontown
40	20	Alfco No. 35	W. J. Rainey	Uniontown
40	20	Alfco No. 36	W. J. Rainey	Uniontown
40	20	Alfco No. 37	W. J. Rainey	Uniontown
40	20	Alfco No. 38	W. J. Rainey	Uniontown
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40	20	Alfco No. 40	W. J. Rainey	Uniontown
40	20	Alfco No. 41	W. J. Rainey	Uniontown
40	20	Alfco No. 42	W. J. Rainey	Uniontown
40	20	Alfco No. 43	W. J. Rainey	Uniontown
40	20	Alfco No. 44	W. J. Rainey	Uniontown
40	20	Alfco No. 45	W. J. Rainey	Uniontown
40	20	Alfco No. 46	W. J. Rainey	Uniontown
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40	20	Alfco No. 73	W. J. Rainey	Uniontown
40	20	Alfco No. 74	W. J. Rainey	Uniontown
40	20	Alfco No. 75	W. J. Rainey	Uniontown
40	20	Alfco No. 76	W. J. Rainey	Uniontown
40	20	Alfco No. 77	W. J. Rainey	Uniontown
40	20	Alfco No. 78	W. J. Rainey	Uniontown
40	20	Alfco No. 79	W. J. Rainey	Uniontown
40	20	Alfco No. 80	W. J. Rainey	Uniontown
40	20	Alfco No. 81	W. J. Rainey	Uniontown
40	20	Alfco No. 82	W. J. Rainey	Uniontown
40	20	Alfco No. 83	W. J. Rainey	Uniontown
40	20	Alfco No. 84	W. J. Rainey	Uniontown
40	20	Alfco No. 85	W. J. Rainey	Uniontown
40	20	Alfco No. 86	W. J. Rainey	Uniontown
40	20	Alfco No. 87	W. J. Rainey	Uniontown
40	20	Alfco No. 88	W. J. Rainey	Uniontown
40	20	Alfco No. 89	W. J. Rainey	Uniontown
40	20	Alfco No. 90	W. J. Rainey	Uniontown
40	20	Alfco No. 91	W. J. Rainey	Uniontown
40	20	Alfco No. 92	W. J. Rainey	Uniontown
40	20	Alfco No. 93	W. J. Rainey	Uniontown
40	20	Alfco No. 94	W. J. Rainey	Uniontown
40	20	Alfco No. 95	W. J. Rainey	Uniontown
40	20	Alfco No. 96	W. J. Rainey	Uniontown
40	20	Alfco No. 97	W. J. Rainey	Uniontown
40	20	Alfco No. 98	W. J. Rainey	Uniontown
40	20	Alfco No. 99	W. J. Rainey	Uniontown
40	20	Alfco No. 100	W. J. Rainey	Uniontown

QUALITY COUNTS.

Buying Fire Brick that has been cheapened to get the selling price down is like borrowing money at usurious interest. Constant trouble and costly repairs are the inevitable results. The QUALITY of EUREKA brand Fire Brick never changes no matter what the selling price may be.

The Eureka Fire Brick Works,
MT. BRADDOCK, PA. Bell Phone 49, Dunbar, Pa.
Both B. & O. and P. R. R. Connections.

MILITIA AGAIN FIRED UPON IN THE WEST VIRGINIA STRIKE

Morgantown Guardsmen are in Battle Near Keokertown, but Escape Injury.

SEVERAL ATTACKERS ARE SHOT

Telegraph and Telephone Wires Cut, Supposedly by Coal Miners; Information to Headquarters Curtailed; Reinforcements to Scene.

CHARLESTON, W. Va., Sept. 28.—Shooting in the martial law zone was renewed last night when the outposts of Company 2 of Morgantown under Lieutenant A. D. Bell, were fired upon near Keokertown, Fayette county, to which point the militia was called when the martial law boundary was recently extended.

As the wires were cut shortly after the news of the attack reached military headquarters, there is no way of getting additional information until morning. According to the information received at headquarters, the attacking force was large. Headquarters was informed that several attackers were wounded, but that the soldiers had not been injured.

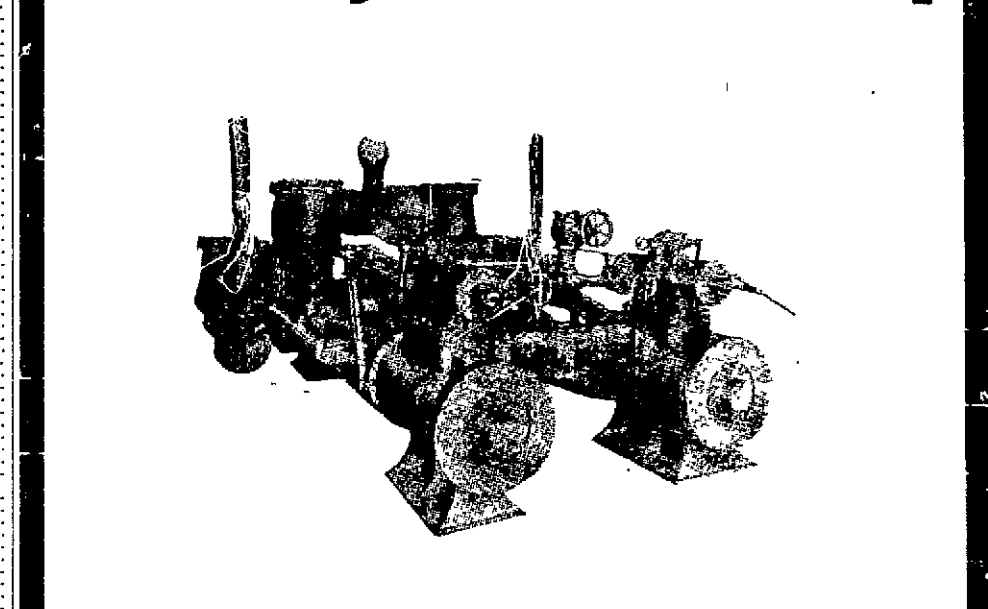
The outposts were at once strengthened and the assailants' pursuit, Keokertown is well up in the mountains affording the soldiers an opportunity to follow. Major James I. Pruitt, in command of the district, has sent a train with one company and bloodhounds to Keokertown, a distance of 21 miles. He said the last information was that the militia had probably surrounded the attacking force. At the time they were more than a mile and a half from the nearest telephone.

Gov. Glascock last night reiterated his statement that he believed he saw a silver lining in the strike cloud, but would not say just what the turn would be. That it will not, through arbitration is conceded, because the operators will not arbitrate the question of recognizing the union, which they claim is the only question at issue. This, however, is not conceded by the miners.

More Pay for B. & O. Machinists. Machinists in Baltimore & Ohio shops received news Monday that beginning today the company would pay an increased daily wage. The increase is 6 per cent. This advance in wages was voluntary on the part of the company.

Connellsville Machine & Car Co.

MANUFACTURERS OF
The Lafayette Steam Pump



Engines, Mine Fans, Larries, Pit Cars, Cages, Coal Screens, Coke Crushers, Coke Barrows, Sheave Wheels, Drums, Universal Dump Cars and Complete

Outfits for Coal and Coke Works.

We carry in stock Machinery Supplies, Injectors, Pipe Fittings, Jenkins' Star and Standard Valves, Packings, Leather Beltings, Steel, Iron and Nails, Railroad Spikes, Splice Bar Bolts and Nut Locks, Machine and Carriage Bolts, Steel Coke Scraper Heads, Scraper Handles, Coke Oven Valves and

COKE HOSE.
Works at Mountz Creek Junction of Baltimore & Ohio and Pennsylvania R. R.'s
Office and Store, 309 and 311 Water St.,
CONNELLSVILLE, PA.

COCHRAN BROS.

MANUFACTURERS AND SHIPPERS OF
Coal and Coke.

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40, 56, 60, 70, 75, 80, 85 and 90 lb.

Relaying Rails

8, 12, 16, 20, 25, 30, 35, 40 and 45 lb.

New Steel Rails

These rails are in stock at our Pittsburgh yards, and can be shipped immediately; also second hand rails in stock cut any length needed for building and contract work.

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RICHARDSON & CO.,
(Incorporated.)
1123 Bessemer Building,
PITTSBURGH, PA.
RAIL DEALERS

Foundations for Fortunes

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THE COURIER COMPANY, 127½ W. Main St., Connellsville, Pa.

The Weekly Courier, \$1 a Year—Trade Paper of the Coke Region.

The Weekly Courier.

Entered as second-class matter at the postoffice, Connelville, Pa., May 1, 1902.

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J. H. STIMMELL, Secretary and Treasurer.

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THURSDAY MORNING, OCT. 3, 1932.

MONDAY EVENING, SEPT. 30, 1932.

General prosperity is in command of the industrial situation and the economic outlook is bright. The country is in a state of general expansion and the demand for labor is increasing. The country is in a state of general expansion and the demand for labor is increasing. The country is in a state of general expansion and the demand for labor is increasing.

There are just as many men in the country as ever and perhaps more. The labor supply has not contracted. In spite of elaborate explanations of foreigners detained abroad by war and legislation and superior home attractions, and of immigration being diverted from America to South America and other countries where labor demand is said to be active, the trouble is not there. LABOR IS SCARCE IN THIS COUNTRY CHIEFLY BECAUSE OF THE SUD- DEN EXPANSION OF INDUSTRY WHICH HAS MADE MORE WORK TO DO THAN THERE ARE HANDS TO DO IT.

There are two remedies for this embarrassing situation. The first lies in systematic efforts to enlist the attention of foreign labor to the little of which is as well paid and cared for at home as it is in this country where wages and working conditions are ever on the uplift.

The second remedy is more drastic and will undoubtedly prove more effective yet it is one which every intelligent citizen, whether he be employer or employee, capitalist or farmer, should hesitate to apply. It consists in the election of a Democratic President and Congress, the elimination of the Republican Protective policy and its replacement by a Democratic Tariff-for-Revenue-only, Democratic Free Trade and other Democratic business policies, financial and otherwise, or even the threat of them, will unquestionably operate to lift the industrial scene from rushing to nation-wide prosperity and change the scarcity of labor at high wages to a great abundance of labor at low wages. THE JOBS WILL NO LONGER PURSUE THE WORKMEN. THE WORKMEN WILL VAINLY HUNT THE JOBS.

This is not an idle dream or a political threat. It is the lesson of experience. It is written in the pages of the country's history. The people were afflicted with the same Political Unrest in 1932. They turned the Republican out and put the Democrats in. They repudiated the Protective policy and embraced Tariff-for-Revenue-only. What was the result? BANKRUPTCY JOSTLED BUSINESS AND PARALYSIS OVER- CAME INDUSTRY; FANCY RULED FINANCE AND STARVATION STARED THREE MILLIONS OF IDLE MEN IN THE FACE; CHILDREN CRIED AND WOMEN DESPAIRED; MISERY MOCKED AND ANARCHY REIGNED; ALL THAT THE PEOPLE MIGHT HAVE A CHANGE AND DEMOCRATIC POLITICIANS MIGHT IN THE SACRED NAME OF REFORM RETURN TO PLACE AND POWER AND FLUN- DER.

It is a wild year in politics, and many men are willing to repeat the experiment of 1932. To them, the only in all politics, LOOK BEFORE YOU LEAP!

OUR PREMIER PRACTICAL POLITICIAN.

It is becoming more than ever apparent that Western Pennsylvania's political situation, the returned

and regenerated, spiritualized and sanctified leader of the Bull Moose movement, the Honorable Bill Flinn, started something he would like to stop-but can't when he halted Senator Boies-Penrose with his simile publications of a letter from John D. Archbold of the Standard Oil Company enclosing \$15,000 in accordance with a certain "understanding" between them. This understanding was interpreted by Boss Flinn in strict accordance with his own political methods. He assumed and implied that it was the Senator's price, whereas it subsequently developed that it was a campaign contribution to the then Chairman of the Pennsylvania Republican State Committee, supplementing one of \$100,000 to the Republican National Committee to promote the election of Theodore Roosevelt. A further character was added to the Book of Revelations showing how Boss Flinn offered as much as a million dollars for a seat in the United States Senate.

Senator Flinn knew when he practiced the golden rule of silence, he was still saving wood, but Colonel Roosevelt made indignant and emphatic denials. When it was shown that the money had been contributed, he declared that it was without his knowledge or consent and that he had directed its return, but it transpired that this virtuous direction was made after the money had been spent and after the Standard Oil people had refused to contribute \$150,000 additional.

During this verbal and epistolary distance, the famous Harriman contribution of \$250,000 and the remark attributed to Roosevelt to the effect that he and Harriman were "practical" men, were brought forth, and the Colonel rebuffed his denials and closed the argument in his characteristically crushing fashion by electing all the "alligators" to his private Annanias Club.

That ought to have settled it, and it did settle it with the Moose calves, but not so with the pestiferous Penroses. He repeated the message of a resolution in the Senate directing an investigation of the whole matter, and before the committee charged with this task appeared yesterday the private secretary of the late Edward H. Harriman with some three-score letters wherein their answers constituting correspondence between Roosevelt and Harriman prior to and immediately after the campaign of 1904, among them the letter saying, "My dear Mr. Harriman, you know we are both practical men."

THESE LETTERS BETRAY AN INTIMATE RELATIONSHIP BETWEEN THE WRITERS; THEY PROVE THAT ROOSEVELT FREQUENTLY REQUESTED HARRIMAN TO COME TO THE WHITE HOUSE AND DINE AND TALK OVER MATTERS OF PRESIDENTIAL POLICY; THEY SHOW THAT HARRIMAN'S ADVICE WAS SOLICITED CONCERNING ROOSEVELT'S LETTER OF ACCEPTANCE. THE PERSONNEL OF HIS CABINET AND THE ATTITUDE OF HIS ADMINISTRATION TOWARD RIBBATES AND OTHER VITAL ROAD QUESTIONS. It does not appear that Harriman accepted Roosevelt's invitations with alacrity, but it does appear that the warmth of Roosevelt's friendship became personally chilly after the campaign was over and he was booked for four more years at the White House. If there was any further correspondence the letters of President Roosevelt were not subscribed with the warning words, "strictly private."

In short, the documentary evidence submitted by Harriman's former confidential clerk conclusively proves that when seeking re-election Colonel Roosevelt had no hesitation in enlisting the support of "practical men" and employing "practical methods" in campaigning. THESE ARE THE SAME MEN AND THE SAME METHODS WHICH HE AND BILL FLINN NOW DENOUNCE AS CORRUPT AND CRIMINAL. They were "practical" when they were ALIENS, but they are PECORANT when they are AMERICANS.

It is difficult to understand how any portion of the American people or the Republican party can be blind to the inordinate ambition of Theodore Roosevelt and his entire willingness and ever ready eagerness to promote its advancement by sacrificing friends and foes, repudiating party and principles and even turning his back upon truth and honor. In 1904, he turned down Harriman when the fight was won and he had no further need of his money; he punished Archbold for his refusal to contribute further to the Roosevelt cause; he publicly pledged himself against a Third Term, and to make his meaning plain promised that he would not seek "an additional election." In 1912, we find him ignoring his THIRD TERM PLEDGE, DENYING HIS RELATION WITH HARRIMAN AND MAKING PUBLIC VIRTUE OUT OF PRIVATE VENGEANCE.

Yet there are some people who profess to believe him a patriot, and others who do believe him a patriot when as a matter of fact he is a SELF-CONFESSED "PRACTICAL" POLITICIAN shown to be serving himself first and his country quite incidentally. Before the good of the people and the welfare of the nation have always been conspicuously placed, "ME AND MY POLICIES."

The Jungle Hunter hasn't all the American people "buffaloed," but he has some portion of them "buff-moosed."

COAL AND RAILROAD RUMORS.

The announcement that mysterious capitalists interests are gathering together a coal field of 25,000 acres in the extreme northern end of the Upper Connelville region, in the Upper Indiana and Cambria districts and adjoining the coal fields of the Cambria Steel Company, is made doubly interesting by an apparently semi-authoritative statement that the Western Maryland railroad would be extended into this coal field, there to connect with

the Buffalo, Rochester & Pittsburgh railroad, which if not an actual subsidiary line of the New York Central system, sustains a relation to it which is identical with that sustained by the Western Maryland at Connelville. The proposed railroad construction would not only develop valuable traffic-producing territory, but it would also establish another loop in the Western Maryland's combination with the New York Central.

Locally the story is interesting because it involves the Indian Creek Valley railroad and incidentally the early development of the Indian Creek Valley coal. It is well known that it is the policy of the Western Maryland to secure all the tide-water coal traffic in and out of the Connelville region for its Connelville line, and this fact lends color to the unconfirmed story concerning its probable extension. Should that extension be made, it could trap the active coal developments of Western Somerset county and the Ligonier valley in addition to the big coal tract which is its objective point.

The ownership and the object of the latter development, however, remain a mystery; and an actual purchase of the Connelville line, if it is to be made, would be a most interesting event. The whole story, though apparently having foundation in fact, must be regarded with speculative interest only. In this connection, it is possible that the new management of the Cambria Steel Company may decide it desirable to enlarge their coal holdings in view of the possible independent steel combination with Charles M. Schwab and others. It is known that the company is about to convert to by-product coke as a furnace fuel, and the coal in the locality covered by the proposed 25,000-acre tract would be a most valuable asset to the product coke since it makes a fair bessemer oven coke especially if the coal is washed.

The best coking coal remaining in Western Pennsylvania is that of Eastern Greene county the development of which is just beginning, but the coal is not yet being mined. It is price if lower in coking value, and its location may be regarded as advantageous to the consuming interests.

BULL MOOSE DIDN'T BUT IN.

The biggest and the Bull Moose meeting in Wayneburg, which was to inaugurate the campaign of 1932, in this Congressional district and incidentally afford Jesse Hook Wise an opportunity to explain why he left the Democratic party, seems to have been the last of its kind.

The meeting hasn't been heard from. If it materialized, it must have been resolved into a Quaker meeting, wherein the spirit moved in silence to speak; yet if Jesse Hook Wise was personally present, we cannot understand how silence could possibly reign. The meeting was not over, however, and that some of those advertised to be present did not authorize the meeting to be held.

John S. Fuller, the aged citizen widely heralded as the chairman-to-be of the meeting, indignantly repudiates the attempt to make him the center of the campaign. In communication to the Wayneburg Messenger, he declares that he has no sympathy with the Bull Moose party and that he is not a man who is trying to promote it. The Messenger adds this editorial comment:

Years ago it was necessary for Fuller and other respected citizens of the county to resort to the public press in order to clear up the many false statements of this same applying enthusiast, connecting them with some of the leading names of the county. It seems to us that should the same legal way of restraining disappointed and angry citizens be followed, the county would be a more respectable place.

Those are inclined to think that the political maneuvering of an ambitious friend, Jesse Hook Wise, is much at fault. As a native of Greene county, he ought to have known that the county is not a Democratic stronghold and cannot be butted from the solid foundation of their faith by any grass-roots, huckstering, chin-whiskered Bull Moose.

W. M. PASSENGER SCHEDULE.

The Western Maryland railroad re-opens the Connelville public mind to the fact that the railroad is now operating a passenger schedule in local and temporary and that additional trains will be added if the traffic seems to justify it.

It is certain that there will be little traffic out of Connelville under the present schedule, which is designed for Cumberland rather than Connelville. Under the old schedule, however, people can come to Connelville and spend the day, returning home the same evening; but if Connelville is to be a part of the Western Maryland, it will have to go to Cumberland and stay over night.

Upon the whole, however, the present limited passenger schedule on the Western Maryland will probably be found to be very satisfactory to Connelville, since it may attract Cumberland shoppers to Connelville and at the same time afford another traffic outlet to Cumberland for Connelville coke region elopers.

HEAVEN-SINT THEODORE.

Some of the Bull Moose organs evidently give their readers credit for faith with the possession of a wealth of credulity, and it must be confessed that the very existence of the Bull Moose party is proof that credit is given where credit is due.

Abe Martin

There'd be very few relatives on speaker's terms if it wasn't for state families.

The boy that whistles on the road to school may never be president but it's a damn good bet that he'll be a boss. Money talks and that's the reason you never know who's really in charge.

Who'd move the Kansas wheat crop if it wasn't for our colleges? It's a pretty hardy lot, that two dollar crock.

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DANGEROUS POWDERS.

Two near-deaths in a single day from overdosing with headache powders should be a warning against the indiscriminate use of such drugs with out competent medical advice.

There are many patent medicines prepared of this character some of which are efficacious remedies under ordinary conditions, but very many of them contain in small capsules powerful drugs peculiarly prone to stop the heart action.

Some of these agencies are almost specific for headache and properly used are blessings to humanity; but unless one or possibly two powders give relief the victim of headache had better consult his or her physician.

McKeesport objects to being garlanded with Bill Flinn's garbage bouquets. In business as well as in politics, Flinn has a strong opinion on the fact that he is not a politician but a man of the people.

The Baltimore & Ohio has spent millions of dollars this year in improvements, but the appropriation for new coaches for the crack Duquesne flyer has unhappily not yet been reached.

In the interest of enterprise and progress the country is to be congratulated on the fact that the head-pangon can no longer be stopped at every fence corner by prejudice and held up at every pig pen by avarice.

If the Goosebone Prophet is correct, the Western consumers of coal had better not put off buying their coal until the car families take traffic and leave nothing but perfectly good and valuable corn for fuel.

British politics are even more strenuous than our own. A Bull Moose Governor has declared martial law in West Virginia and a Democratic Governor has declared martial law in Georgia. Now is this going to be explained to the Common People?

Summer sometimes lingers in the lap of Spring, but it seldom lingers when the sun is shining. The weather is just what we need now.

There is consolation in the thought that Political Unrest is not confined to the United States. There's Mexico, for example.

In spite of the timely and general rain, the weather is still a bit of a nuisance. The weather is just what we need now.

The value of mine-rescue work is better understood when reduced to cold facts and figures, and the encouraging and gratifying part about it is that the work is growing in volume all the time.

The thermometer, not content with demanding the abolition of living, is trying to drive the succulent yeast from the table by eating upon it. The dark suspicion of harboring typhoid germs, particularly when it is raised in sewage-laden water, it seems after all that the yeast is not the criminal. Better get busy and prevent the pollution of the waters.

The chestnut crop is nearly ready for harvest, but some of the political chestnuts being grown in the campaign should have been picked long ago.

Let us hope that Indian Summer will not pass us wholly by. The weather man still has a chance to make good, but his inclination is to doubt.

General Jacob S. Coxey calls Colonel Theodore Roosevelt a shorn and Professor Wilson a schemer. He says the former would do anything to get back, and he thinks the latter is unfit to run a big business like that of the United States government. Coxey's Army was no sham; it was a substantial protest against Wilson government.

Treasurer Bliss' books have been destroyed, but there remains a few Harriman letters, and possibly some unpublished Archbold correspondence. The hole that Bill Flinn dug for himself is a political grave for some of the Moose herd.

Connellsville fans are busy trying to organize a baseball circuit for 1932. Seasons may come and seasons may go, but they must have something to do.

Rockwood is adopting a city code now that she has two railroad systems.

Pennsylvania reports greater taxable incomes last year than ever before, and the question arises whether the people are more prosperous or whether the taxgatherers are more industrious.

The burning out of a trolley controller is not necessarily dangerous, but it is rather terrifying to timid and uninformed persons. When the trolley car loses its controller, the passengers should hold fast to their seats, jumping out of a car is often just as dangerous as jumping on.

Our young men and women have packed their togs, checked out all their money and are now off to college.

Our young people are going to educate themselves for conditions in the near future. There is no use to study foreign languages as all foreign countries have planned their faith on English. As for the sciences, poetry and music, they have become useless and disgusting so that a young girl is called a Mutt who has completed either.

Miss Putnam Emyne has gone to the Dunbar College of Hattamaking. She says that in six months she can complete the course to enable her to

Looking Backward.

News of the Past Comes to the Present.

FRIDAY, SEPTEMBER 23, 1932.

Baltimore & Ohio completes double tracking line between Layton and Connelville.

Pennsylvania's railroad's Redstone branch is open for traffic.

A large number of men are employed on the new lock on the Monongahela river just above New Geneva.

Remained that the Waynesburg & Washington narrow gauge railroad has passed into the hands of the Pennsylvania railroad.

A vigilance committee organization of outlaws who have been guilty of numerous robberies.

A white teacher held for court on charge of assault and battery preferred by mother of pupil whom she whipped.

Local market reports show prices as follows: Apples, per bushel, 22; butter, per pound, 18; eggs, per dozen, 15; potatoes, per bushel, 50c.

Coke production for the week ending September 24, estimated, 117,541 tons, increase of 7,244 tons over previous week.

At the 17,263 ovens in the region, 11,944 are active and 5,320 idle. Shipments for the week aggregated 612,626.

Grover Cleveland accepts the Democratic nomination for the Presidency in a letter urging tariff reductions.

The public health situation in Connelville is bad. Two hundred cases of typhoid fever and diphtheria reported this year to date. Sanitary conditions worst in years.

Frank Cooke believed to have been seriously wounded by young son of Jacob Pinkney, a farmer living near Ribbons Glade. Cooke, who has been in the coal business for many years, is now in the hospital.

Pittsburgh Chamber of Commerce hears plans for piping water from Incline Creek to Pittsburgh for domestic use.

Remarkable snake story sent out from New Geneva. A coal swallower.

Baltimore & Ohio will lay third track between Rankin and Pittsburgh. Court hears petition for erection of county bridge across Yough river from Appleton.

SEPTEMBER 26, 1932.

Coke production for the week ending September 26, estimated 256,309 tons. Of the 21,725 ovens in the region, 21,148 are active and 576 are idle. Shipments for the week aggregated 1,122,225.

Ex-Governor Robert E. Pattison, Democratic nominee for Governor, and George W. Guthrie, nominee for Lieutenant Governor, address big gatherings at Connelville and Uniontown.

William E. Crow is nominated by Republicans as candidate for the State Senate from this district, the 40th.

Democrats of this district nominate O. W. Kennedy as their candidate for Congress.

The enrollment in the Connelville public schools for the first month was 2,124, an increase of 200 over the enrollment at the same period last year.

Thomas S. Walker, Secretary of the Aluminum Steel Coating Company of South Connelville, returns from a six weeks trip to South America.

Four miners are killed by an explosion in the Stafford mine of the Central Coal Company near Fairmont, W. Va.

Reported that Pennsylvania Railroad will at once complete South Penn. Wells Creek Coal Company's Somerset holdings sold by Clintoan capitalists to S. A. Kendall, W. T. Hobbs and F. B. Black of Meyersdale, J. M. Black of Somerset, E. T. Norton of Connelville and J. L. Kendall of Pittsburgh.

Baltimore & Ohio and the Pennsylvania railroads short of firemen on Pittsburgh and Connelville divisions. The Keystone Coal & Coke Company buys Keagy coal, 512 acres, west of Greensburg, for \$30,000.

Sheriff petitions the court for an increase in allowance for keeping prisoners, claiming 15 cents per day per prisoner insufficient.

REPORT TO COUNCIL NETZEL'S THREAT IN COURSE OF DUTY

**Police Chief to be Defended
by Solicitor Munson
in Dull Charge.**

ALLEY SUIT AGAIN THREATENED

**William Aris Declares Strip From
Tooth to Apple Street His Property;
McCormick and Others Want
Over Roadway Traveled Accounts.**

Further controversy over the opening of the alley between North and Apple streets was indicated Tuesday, when the matter was referred to the Street Committee and the Borough Solicitor for investigation. The committee, composed of William Aris, an adjoining property owner, who declared he intended to put the alley under his control, and the Street Committee, which was organized last week by the Street Committee, and advised Council on the matter. The committee, which was organized last week by the Street Committee, and advised Council on the matter. The committee, which was organized last week by the Street Committee, and advised Council on the matter.

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100 AT THE ANNUAL REDSTONE ASSEMBLY IN LOCAL CHURCH

**Session in First Presbyterian
Edifice With McKeesport
Woman Presiding.**

MRS. B. B. WILLIAMS IN CHAIR

**New York Delegate, Representing
Woman's Board of Home Missions,
to Deliver Principal Address; City
and Scenic Bands Take Part.**

The annual assembly of the Woman's Home and Foreign Missionary Society of the Redstone Presbyterian Church was held in the First Presbyterian Church Tuesday evening. The session was presided over by Mrs. B. B. Williams, a delegate from McKeesport, who delivered the principal address. The city and scenic bands took part in the program.

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FORMER LOCAL PASTOR GIVES TALK AT BAPTIST MEETING

**Rev. James A. Maxwell Delivers Closing
Address at Session in
Connellsville Church.**

The 13th annual session of the Monongahela Baptist Association at Connellsville Baptist Church, drew near a close on Wednesday. The Rev. James A. Maxwell, former pastor of the church, delivered the closing address at the session.

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B. & O. PASSENGER RATE TO PITTSBURG HALF CENT MORE

**Courier's Prediction as to
Fare Increase Verified by
Today's Tariff.**

COST NOW IS \$1.39 ONE WAY

**Cut in Cumberland Price Result of
Competition With Western Mary-
land; Pennsylvania Lines Make No
Change as Yet; P. & E. 2 1/2 Cents**

Connellsville passengers to Pittsburgh on Tuesday will pay a half cent more for the fare than they did last week. The fare is now \$1.39 one way. The fare is now \$1.39 one way. The fare is now \$1.39 one way.

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KIFERD AND RUFF SENTENCED TO PENITENTIARY FOR ARSON

**Fourth Ward Incumbent Must Show
Cause Why Exercising Powers
of Constable.**

Charles W. Kiferd and John Ruff, charged with arson, were sentenced to the penitentiary for two years each. The court found them guilty of setting fire to a building in the Fourth Ward.

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THREE BOYS STRUCK BY WEST PENN WORK CAR AT ELM GROVE

**Stephen Smith and Harry
and Stewart Gillingham Vic-
tims of Accidents.**

Three boys were struck by a West Penn work car at Elm Grove. The boys were Stephen Smith, Harry Gillingham, and Stewart Gillingham. They were all injured.

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TWO RENDERED UNCONSCIOUS

**Lads, Walking in Track on Return
From Luncheon to School, Hit by
Car Which Hurled Them to Ono
Side; Four Physicians Attend.**

Two boys were rendered unconscious by a car at Elm Grove. The boys were Stephen Smith and Harry Gillingham. They were both injured.

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**IN PLAY, DUNBAR
GIRL SHOTS LOCAL
YOUNG WOMAN DEAD****Kathryn Logan Accidentally
Kills Mary Rottler at Leis-
tering No. 1.****LATTER EXPIRES IN 4 MINUTES****Crowd in Home of Mrs. Sarah
Cramer Startled by Tragedy;
Woman Faint as Connellsville Girl
Falls in Arms of Young Man.**

A happy gathering of popular young persons at the home of Mrs. Sarah Cramer, postmistress at Leisling No. 1, Sunday evening, was checked by the accidental shooting of Miss Mary Rottler, well-known in Connellsville, by Miss Kathryn Logan, of Logan's Crossing. Miss Rottler died four minutes after the bullet, from a .22-caliber revolver, entered her temple. Jokingly pointing an "unloaded" revolver at Miss Rottler, Miss Logan, a Dunbar township school teacher, snapped the trigger. There was a blinding flash, and then a stream of blood trickled down Miss Rottler's face. The wounded girl, who, with Miss Agnes McIntyre, was standing with their arms entwined, relaxed her grasp and swooned.

George Harvin and four other young men, startled by the shot, rushed into the room and supported Miss Rottler, who died in the former's arms.

Miss Logan, stunned by the accident, fainted. Mrs. Cramer also swooned. Dr. T. H. White, of Connellsville, was summoned. Miss Rottler was dead when he arrived. Three sisters of the girl, Hannah, Freda and Clementine, were in the room and witnessed the tragedy.

A party of 10 young persons, six girls, four of them sisters, and four young men, had gathered at the Cramer home for the evening. The boys were not in the room when the accident occurred.

The girls had been snapping the trigger of the revolver. It is said, earlier in the evening, after being informed that the weapon was not loaded. There was, it is said, but one loaded chamber in the revolver, which was discharged.

The death of Miss Rottler is the second of a tragic nature in the family. Adolph Rottler, father of the girl, was killed three years ago in the Davidson mines. His back was broken. Miss Rottler's uncle also was injured in the Davidson mines.

An inquest will be held upon the return of Coroner H. J. Bell, who is out of the county. Dr. T. H. White, of Connellsville, examined the body. Since the death of her father, she was singularly affected by music. Yesterday morning, during the musical number at church, she fainted.

Miss Logan is in a serious condition from shock. She is a sister of Thomas Logan, of the Dunbar township school board.

Funeral services were held in the home at 9 o'clock Wednesday morning. Reunion high mass was celebrated in Immaculate Conception Church at 10 o'clock.

**PLAYER SUFFERS FRACTURE OF
LEG IN LOCAL FOOTBALL GAME****Herbert Walton, of Connellsville
Team, Collides With Team
Mate, and Breaks Limb.**

Herbert Walton, aged 17 years, son of Mr. and Mrs. L. A. Walton, a son-in-law in the local High School, suffered a fracture of the leg in Saturday's football game between Connellsville and Youngwood High Schools. With 30 seconds to play, Jones, of Connellsville, collided with young Walton and the latter dropped. Both bones in his right leg were broken six inches above the ankle.

First aid was rendered on the field by E. T. Baer, V. M. C. A. secretary. Walton was taken to the hospital where the leg was set in a plaster cast. This was the second time this season that members of the High School squad, Manager McGinn, suffered a fracture of an arm in a collision prior to practice, a few evenings ago.

Following the accident Saturday afternoon, the game was called off. Walton, after the accident, said he was through with football. This is his second year on the Connellsville team. He regretted he would not be able to work at the Nickel Theatre, Vanderbilt, where he is employed as a film operator.

THREE IN CIVIL COURT.**Suits Filed at Uniontown Include
Action as to Policy.**

Three new suits were entered at Uniontown Monday. Laura Worrell filed against the Prudential Life Insurance Company for \$400 on a policy carried by her husband.

August Arrigo brought equity proceedings for the dissolution of a theatrical partnership with Thomas Gilbert at Bellefonte, and to secure an account.

Barth E. Allen asked to recover \$100 alleged to have been overpaid to E. H. Osborne, in settling a \$5,000 account.

Moosemen Dog Are Quarantined.
Dr. Leighton, representing the State Livestock Sanitary Board, arrived at Uniontown from Harrisburg, Saturday, and conferred with Dr. M. E. Griffith, following which horses were placed under a strict dog quarantine for 100 days. The biting of several little children is the cause of the quarantine.

Have You Coal Land for Sale?
If you have advertise it in The Weekly Courier.

**COAST TO COAST ROAD PLAN
OF AUTO MAKERS FOR 1915****Certain Percentage of Gross Receipts
to be Set Aside to Provide for
\$25,000,000 Cost.**

A stone national highway from New York to San Francisco, through Western Pennsylvania, to be completed by January 1, 1915, is the dream of the automobile makers, according to local reports today.

The plan provides for the getting aside of 1 per cent of gross receipts for one year by every automobile manufacturer which participates. The amount is to be paid either in three yearly installments of 1/3 of 1 per cent each, or five yearly installments of 1/5 of 1 per cent each. No deviation is to be made from this plan.

An appropriation of \$10,000,000 will provide \$5,000 for each mile of the road, to be spent for roadways, which will be delivered on the ground out of the general fund. The road proper is to be constructed by the counties through which it passes, under direction of the United States War Department engineers. The course of the roadway will be determined by a national commission of experts.

The gross expense of the road, it is said, will be in the neighborhood of \$15,000,000 and the promoters predict over 25,000 motor cars will run over it to the Panama Exposition.

**HEADACHE DRUGS
ALMOST END LIVES
OF TWO PERSONS****Mrs. James Barrett, Dunbar,
and John Thomas, Young-
wood, Near Death.****THEIR BODIES BECOME NUMB**

Woman, After Restored Unconscious;
Man, Taking Nostrum at Union-
town Becomes Ill on Engine.

Two persons were near death, the last few days because of the use of headache medicine, according to the reports of physicians. Monday, Mrs. James Barrett, aged 35 years, living with her family next the Dunbar house, Dunbar, suffered from a form of meningitis, was saved from death a few nights ago by Dr. E. B. Gule, of Dunbar. The woman had been headache pills which she had purchased at a local drug store. It is understood she took a double dose. When Dr. Gule arrived, after a hurry call, he found the woman unconscious and near death. An emetic and heart stimulant were administered. After Mrs. Barrett had recovered sufficiently to talk, she said she became aware of her serious condition by numbness, which extended the length of her body. She was reported today, out of danger.

A similar case was reported, today, as having been treated at the South Side hospital. John Thomas, aged 25 years, of Youngwood, a trained engineer for the Pennsylvania Railroad Company, almost succumbed on his locomotive en route from Dunbar to Connellsville, after taking headache pills which he had purchased at Uniontown. Thomas, complaining of pains in his head, alighted from his engine at Uniontown, where he bought the medicine. Shortly after leaving Dunbar, he became ill. His freeman noticed Thomas' condition and became alarmed. By the time the train arrived at Connellsville, it is said, Thomas was helpless. His body had become numb. He was removed to the hospital at 2:30 o'clock in the morning. For almost a week his condition has been serious. He was enabled to return home to Youngwood, last Saturday night.

**COURT RULES WEST PENN CAN
EXTEND LINE IN NORTH UNION****Judge Uebel Denies Continuance of
Temporary Injunction Pending
Filing of \$1,000 Bond.**

Judge Uebel, at Uniontown, Friday refused to continue the preliminary injunction granted Mrs. Nell Morris and restraining the Uniontown Radial Street Railway Company, subsidiary of the West Penn, from continuing its extension through the John Keys farm in North Union township. Mrs. Morris claimed a dower interest in the farm.

The court ruled that, with the filing of a bond of \$1,000 by the West Penn, the company could proceed with the extension.

The court held that the railway company can exercise the right of eminent domain by filing a bond sufficient to cover the value of the property as fixed by appraisers.

1912 INCOME RETURNS LARGER**Harrisburg Reports Indicate \$264,000
More Than Last Year.**

Pennsylvania's income from personal property tax this year was \$264,000 more than in 1911, according to estimates by the Auditor General's Department, and the sum was run higher if efforts to secure additional returns and pending actions at law result favorably. Last year, the State received \$1,745,709.53 of which three-fourths was returned to the counties under the law, according to reports today from Harrisburg.

So far this year, the counties have made their payments in full and three on account, Philadelphia and Allegheny counties being the largest. These 19 counties have paid in \$2,474,336.38 and a balance of \$1,335,803.54 is due. Considering the fact that the tax is not due for some weeks, the payments indicate the counties are getting in their taxes on personality.

**DUNBAR AGAIN SWEEP
BY FLOOD CAUSED BY
RAINS ON MOUNTAIN****Creek Rages Through town,
Inundates Buildings and
Damages Bridge.****PENNSYLVANIA LINE SUFFERS****Stream Rises Four Feet in 10
Minutes; Water Enters Stores and
Hotel; Region Northward Re-
ceives Brunt; Indian Creek High.**

Another storm of unusual severity causing heavy property loss, swept Indian Creek valley and the region north of Dunbar Thursday, the second time in less than three months. Dunbar creek, swelling with amazing rapidity, flooded several cellars in Dunbar and middle pier of the Pennsylvania railroad bridge below the town. Pennsylvania, Indian Creek Valley and Baltimore & Ohio trains were delayed by the flood.

The Pennsylvania railroad today made arrangements with the Baltimore & Ohio for the operation of trains over the latter's lines through Dunbar. One hundred and fifty Pennsylvania railroad laborers arrived at Dunbar last night, and began temporary repairs to the railroad bridge, which was expected to have the bridge ready for operation of trains by noon today.

The pier of the bridge, damaged by the flood July 24, when the abutments practically were destroyed, suffered greater damage. Temporary repairs had been made, but the bridge was out by the flood. The laborers, aided by section gangs, worked all night by the light of kerosene flares.

Reports that the Dunbar Furnace Company and both F. P. and C. P. contractors, had been damaged by the flood, today were denied by officials of the company.

Dunbar creek, it is reported, rose four feet in 10 minutes. The crest of the flood was reached between 7 and 8 o'clock. The water was in the First National Bank, moved out.

A wreck was narrowly averted on the Pennsylvania railroad at Dunbar last night. A passenger train, bound for Pittsburgh, and the superintendent of the Connellsville division, were on the train. The train was stopped by the flood. The water was in the First National Bank, moved out.

Many occupants of houses along Water street, fearing a repetition of the flood of July 24, fled to the hills. The water was in the First National Bank, moved out.

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**FROSTY, FANTASTIC PARTICLES
DISTRIBUTED HERE APLENTY****Chestnut Burns Reported Opened by
Cold; Mercury Drops to
43 Degrees.**

Old Bre's Jack, dispenser of frosty particles, distributed a plentiful supply of the white and blue particles, surrounding Connellsville and the high section of this town Friday night. Residents of Robinson street said today, Jack was unusually lavish in his distribution of frost in that section.

Farmers said chestnuts will be on the Connellsville market the first of next week.

**AUTOIST EXONERATED OF
BLAME FOR BOY'S DEATH****Coroner's Jury Also Petitions Union-
town Council for New Traffic
Ordinance.**

Fred Gibson, owner and driver of the automobile which struck and fatally injured John Barton, aged six years at Uniontown last week, was exonerated, by a Coroner's jury at Uniontown, on Friday. The jury declared the accident unavoidable and caused by congestion of traffic on Pittsburgh street.

The jury also petitioned Uniontown Council for the enactment of an ordinance relieving the traffic congestion on Pittsburgh street and prohibiting automobiles from standing between Main and Peter streets more than five minutes at a time.

Speed and License Laws, Rockwood.
ROCKWOOD, Sept. 28.—Rockwood passed several ordinances relating to roads, providing for taxation and muzzling to the speed of automobiles upon the streets and highways of the borough, fine for violating the speed limit, not less than \$10 nor more than \$25, to licenses and penalties for violation. The ordinances also provide license and all persons soliciting orders who are not licensed dealers, such as canvassers and agents house to house, or peddlers, or persons who are public hall, keeper of bowling-alley, nickelodeon and like amusements. All coming under the ordinances are required to have licenses ranging from \$1 to \$50.

**FAYETTE COUNTY VETERANS
AT ANNUAL MEET, UNIONTOWN****Captain Lloyd Johnston and J. R.
Buckley Among Those From
Connellsville, 500 Present.**

Veterans from all over Fayette county and distant points Thursday attended the annual convention of the Fayette County Veterans' Association at Uniontown in the Municipal Building. At 8:30 o'clock the enrollment began. After registering, the veterans were given badges. Flags were displayed Thursday in honor of the old soldiers.

The convention opened at 10 o'clock. Judge Van Swearingen delivered the address of welcome, in which Colonel J. M. Schumaker, who was the youngest colonel in the Union Army, delivered the response. The theme of the address was the veterans' association of Fayette County.

This afternoon various reunions were held. The fourteenth will get together in Captain Johnston's office, Battery K, Second Pennsylvania Heavy Artillery, also held a reunion. The capra, which was a reunion of the Fayette County Veterans' Association, was held at the home of the association. The theme of the address was the veterans' association of Fayette County.

**RUMOR, ALTHOUGH
DENIED, FRENCH TO
GO TO PITTSBURG****Local Superintendent Balti-
more and Ohio Railroad, Re-
futes Change.****E. A. PECK IN RESIGNATION****General Superintendent Also Stamps
Story False, but Local Informa-
tion Gives Certain Amount of Back-
log; Dates May be Transferred.**

Rumors Friday, although emphatically denied, were that E. A. Peck, of Pittsburgh, general superintendent of the Baltimore & Ohio Railroad, had tendered his resignation, and would be succeeded by C. L. French, superintendent of the Connellsville division. The rumors were spread by a local informant, who was not interviewed concerning the rumored change.

It was further reported that C. L. French, assistant superintendent of the Connellsville division, would succeed French. French's headquarters are at Somerset.

**FIRST BAPTIST CAMPAIGN A
SUCCESS, TOLD AT SOCIAL****Efforts to Bring About Greater En-
dorsement of Park of Congregation
Declared Successful.**

An event of interest to the congregation of the First Baptist Church was the campaign social Friday evening at the church, at which reports of the 25 day campaign which came to a close last Wednesday, were received. The reports showed the campaign was a success. The purpose was to increase the membership of the church. The campaign was a success. The purpose was to increase the membership of the church.

The Rev. J. Wilbur Nelson, pastor, was enthusiastic over the men's attendance at prayer meeting, which was held at the church. The campaign was a success. The purpose was to increase the membership of the church.

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DRISCOLL DIES OF HURTS.**Well Known Baltimore & Ohio Em-
ployee Succumbs at Pittsburgh.**

At the same hour he was injured in the Glenwood yards last Friday night, William Driscoll, a Baltimore & Ohio employee, died Friday night at 11 o'clock in the hospital, Pittsburgh, of his injuries. The body was removed to the residence of P. Frank Driscoll at Hazelwood brother of the deceased, notice of funeral later.

Mr. Driscoll was born in McKeesport, and was well-known in Baltimore & Ohio railroad circles. He was 27 years old. Driscoll had been in the employ of the Baltimore & Ohio for the last five years. He was injured in the Glenwood yards last Friday night. The body was removed to the residence of P. Frank Driscoll at Hazelwood brother of the deceased, notice of funeral later.

Speers Winner of Ferry War.

A people's instruction awarded by Judge J. A. McNamee, Saturday, granted exclusive rights to Van L. Speers to operate a ferry over the river between Speers and Bellefonte.

**Freak Weather—Cold, Heat, Wind and
Frost—Predicted for October**

**DIPHTHERIA AND
MEASLES MAR THE
DAWSON PARADE****Prevalence of Disease in
Lower Tyrone Schools
Spoils March.****SEVEN HULLTOWN PUPILS ILL****In Sproat Family, Mother and Three
Children Suffer Disease; Room No.
1, Hulltown, Wins Banner Awarded
by Junior American Mechanics.**

Because of the prevalence of diphtheria and measles among pupils, the school children's parade, a feature of the annual reunion of Lower Tyrone township schools, Saturday, at Dawson race track, prevented a good showing.

In Room No. 1, at Hulltown school, the case of Room No. 2, taught by Miss Sproat, of Lower Tyrone, the mother and three children are suffering from the disease. Miss Painter, realizing the spread of the disease, fumigated her room.

The reunion was attended by teachers, pupils, parents and patrons of the school from all over the township. The committee on arrangements was Henry Landenberg, Henry Merritt, Frank P. Stokely, Dan Sproat, Jacob Livingston, Newton Junk, Frank Tarr and A. S. Cotton, president of the association, and Miss Nellie Murland, secretary.

Room No. 1, Hulltown, won the banner awarded by the Junior Order United American Mechanics, the presentation being made by E. S. Forsythe, of Dawson, president of the Fayette County Sabbath School Association. The banner will also be for the use of Room No. 2, taught by Miss Sproat, of Lower Tyrone, the mother and three children are suffering from the disease. Miss Painter, realizing the spread of the disease, fumigated her room.

Miss Painter's pupils and a few those of Miss Rhodes, were conveyed to the grounds by Daniel Sproat, in a 25-horse-drawn wagon. The girls of room No. 1 were dressed in red-white and blue, and wore Colonial hats. The boys wore red, white and blue sashes and sleeve-ribbons. Each carried a flag. The pupils of room No. 2 wore red, white and blue sashes and sleeve-ribbons. Each carried a flag. The pupils of room No. 2 wore red, white and blue sashes and sleeve-ribbons. Each carried a flag.

The leaders of the winning school were Harry Whippley, representing Union Sam and Miss Catherine Forsythe, of Dawson, president of the Fayette County Sabbath School Association. The banner will also be for the use of Room No. 2, taught by Miss Sproat, of Lower Tyrone, the mother and three children are suffering from the disease. Miss Painter, realizing the spread of the disease, fumigated her room.

**OPERATION FAILS TO SAVE
LIFE OF SCOTTLAND YOUTH****Lester Siddons, Victim of Many Ac-
cidents, Succumbs After Attend-
ed by Local Surgeon.**

SCOTTLAND, Sept. 27.—The operation performed in which the physician said was a small hope in the case of Lester Siddons, aged 17, living near Scottdale, died Friday evening. The operation was performed by a local surgeon. The operation was performed by a local surgeon. The operation was performed by a local surgeon.

Some time ago while playing baseball he had his right arm broken. When that injury had healed he was riding a bicycle along the road at an average speed of 25 miles an hour. The operation was performed by a local surgeon. The operation was performed by a local surgeon. The operation was performed by a local surgeon.

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**Freak Weather—Cold, Heat, Wind and
Frost—Predicted for October**

SOMERSET MARRIAGES**SOERSET, Sept. 26.—Miss
Bertha P. Miller, daughter of Mr. and
Mrs. John C. Miller, of Black town-
ship, and Harry H. Shaulis, son of
Mr. and Mrs. Francis M. Shaulis, of
Somerset, were married at the parson-
age of the Somerset Lutheran church
September 21, by the Rev. L. Hess
Walker.**

Miss Anna May Cohen, daughter of Mr. and Mrs. Cornelius Cohen, of Somerset, and Aaron Morris, of Raleigh, were married at Somerset, September 20, by Justice of the Peace A. Kent Miller.

Miss Jeannette Coleman, daughter of Mr. and Mrs. William Coleman, of Somerset, and John T. Heslop, of Johnstown, were married at Berlin, September 13, by the Rev. D. S. Stephenson.

Miss Florence Lillian Compton, daughter of Mr. and Mrs. Demetrius Compton, of Elk Lake township, and Harvey Earle Newman, son of Mr. and Mrs. Harvey Newman, of Somerset, were married at the home of the bride's parents, September 18, by the Rev. E. S. Haskell.

Miss Fannie Herker, daughter of Mr. and Mrs. Oliver Herker, and Harry Ott, both of Paint township, were married at the home of the bride's parents, September 15, by the Rev. Josiah L. Weaver.

Miss Alice Mae Landman, daughter of Mr. and Mrs. F. D. Landman, of Somerset, and Russell James Mitchell, son of Mr. and Mrs. James K. Mitchell, of Somerset, were married at the home of the bride's parents, September 20, by the Rev. G. E. Yoder.

Miss Rose McClintock, daughter of Mr. and Mrs. John McClintock, of Somerset, and Charles M. Clark, son of Mr. and Mrs. E. E. Clark, of Confluence, were married at Confluence, September 17, by the Rev. C. V. Hoover.

Miss Bertha Kaiser, daughter of Mr. and Mrs. Philip Kaiser, of Cleveland, O., and Harry W. Young, son of Mr. and Mrs. Joseph Young, of Windsor, were married at St. Anthony's church, Somerset, September 17, by the Rev. Angelo Leone.

REAM FOR 85TH DATA

New York Millionaire, Formerly of Somerset, Socks Regiment Facts. SMITHFIELD, Sept. 28.—L. S. Dekey of Chicago, attended the 85th Pennsylvania regiment reunion here Wednesday. He was here at the request of the members of the regiment, a number of whom went into the service from Smithfield, among the number were Major J. M. Abraham, who died April 5, 1867, in this town, and J. R. Core, a sergeant in Company G, who died February 12, 1895. Joseph A. Jones, sergeant in Company G died June 17, 1904. J. T. Moser, of Company G, died December 12, 1905. Jacob J. Moore died July 21, 1912, and William S. Snow, of Company K, died August 8, 1896.

When Mr. Dekey gets the data complete he will have a list of the regiment published, presenting each survivor or their families with a copy.

Cumtira Uses Somerset Asylum. Cumtira county, like Fayette and Westmoreland, will have its insane patients at the Somerset county hospital for the insane until the erection of a hospital. Somerset county is giving treatment to about 120 insane patients and has room for about 60 additional. With the new building there will be room for 100 more. For each of the patients from Fayette and Westmoreland Somerset county receives \$3 a week, but it is expected this price will be reduced to \$1.75.

**It's Really a Terrible Thing
to Be Without Money.**

Your happiness and comfort—the welfare of yourself and family—depend upon having money, not merely today but as long as you live. A savings account with this strong bank provides money, when most needed, in the easiest and simplest way, and 4% compound interest adds to your savings wonderfully.

THE FIRST NATIONAL BANK
"The Bank That Does Things for You"
129 WEST MAIN STREET,
CONNELLSVILLE, PA.
Steamship Tickets—Money Orders—All languages spoken.

Waverly Gasolines
76% Special Motor
Power without carbon. Quick ignition—never fails.
Waverly gasolines insure instantaneous, powerful, clean operation. Your dealer has them. If not, write us.
WAVERLY OIL WORKS CO., Independent Refiners
Also makers of Waverly Special Auto Oil.
FREE—200 Page Book—tells all about oils.

4% Interest on Savings Accounts**SECOND NATIONAL BANK**

Connellsville, Pa.
Safe Deposit Boxes in Steel Vault for Rent.

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Safe Deposit Boxes in Steel Vault for Rent.

FIND CAMPAIGN FOR THE Y. M. C. A. WILL CLOSE WITH EXCESS

Three Day's Work Expected to Net Organization \$1,200 More Than Planned.

DR. HOFFMAN'S TEAM WINS

Burgess Evans, General Chairman, Ripley and Others Tell of Methods of Making "Man Say You" Ladies Aid Society, M. E. Commended.

The Young Men's Christian Association's financial campaign will close at the supper Thursday when it is expected more than \$1,200 will have been subscribed as the result of the three-day campaign. With \$1,000 as their goal for the day, the workers began early this morning and continued through the night. Carols, distributed to the various teams Monday night, were discarded, and the campaign today is the primary development of the morning.

There was a spluttering, then a crash, to the accompaniment of cheers and applause at the banquet last night, the "mercury" in the Y. M. C. A. financial thermometer was precipitated through the "Man Say You" ladies aid society. During the day, \$1,000 was made, and the campaign today is the primary development of the morning.

The supper yesterday evening, the teams reported \$720 secured during the day, \$150 less for the Y. M. C. A. financial thermometer was precipitated through the "Man Say You" ladies aid society. During the day, \$1,000 was made, and the campaign today is the primary development of the morning.

Dr. H. C. Hoffman's team, aided by Burgess Evans, General Chairman, Ripley and Others Tell of Methods of Making "Man Say You" Ladies Aid Society, M. E. Commended.

CHILDREN SALUTE OLD 85TH AT SMITHFIELD REUNION

Soldiers of Pennsylvania Regiment Decide to go to Dawson

SMITHFIELD, Sept. 25.—The 85th Pennsylvania Infantry had an ideal day for their 40th annual reunion here today. The reunion was held at the town hall, and the children of the regiment were present in large numbers. The children of the regiment were present in large numbers.

The business meeting of the regimental association was held in the morning. The business meeting of the regimental association was held in the morning.

Bliss Aldrich for Dunbar Bridge. The Dunbar Bridge is a bridge over the river, and it is a very important structure.

ONE HURT AND HEAVY LOSS TOLL OF FIRE IN TWO BUILDINGS

Featherman Furniture Co. and Grant Dull Suffer Damage by Blaze.

MARTIN GRIGLAK IS INJURED

Woman, Proprietor of Store in Stahl, Structure, Faints; Connelville Distillery Endangered by Flames, but Firemen Prevent Spread

Ten minutes after 3,400 pounds of hay had been stored in the loft of the Stahl building, a fire broke out. The fire was caused by a spark from a stove. The fire was caused by a spark from a stove.

The Stahl building is a large building, and it is a very important structure. The Stahl building is a large building, and it is a very important structure.

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ROAD MACHINERY IN MUCH DEMAND BY CONTRACTORS

Connellsville Township Supervisors Refuse to Lease Property Again, However

Connellsville township road machinery is in much demand by contractors. The township supervisors have refused to lease the property again, however.

The township supervisors have refused to lease the property again, however. The township supervisors have refused to lease the property again, however.

Divorce in War of the Roses. The divorce in the War of the Roses was a very important event.

GAME PLENTIFUL IN REGION AND LAWS AS TO KILLING, TOO

Indications point to a good season for hunters in this region. Small game, such as rabbits, squirrels, and pheasants, are more numerous than in previous years.

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WEST PENN ROAD AND ALLIED LINES IN JOINT SYSTEM?

Local Trolley Concern in Scheme to Extend to West Virginia.

PITTSBURG-WHEELING LOOPS

Proposition Includes Road Through Coke Region via Morgantown, and Another Through Washington and Waynesburg-Latrobe This Winter.

Connellsville seems destined to become one of the most important trolley centers in the country and with contemplated extensions it will be only a matter of time, it is said, until the coke region will have trolley connections with Wheeling and other West Virginia towns.

The construction of the proposed extensions would make a loop between Pittsburgh and Wheeling, one line extending through Connellsville and the coke region and thence to Wheeling via Morgantown, W. Va., and the other through Washington, Pa., thence to Waynesburg, Greene county and on to Wheeling. This is considered probable because of the recent activity of local and allied trolley interests.

The West Penn. it is said, plans the extension of its lines from Mason town to Point Marion and thence to Morgantown, W. Va. Maps and profiles for a trolley line from Morgantown, W. Va., to Point Marion have been recorded. Interested in the company proposing to build the line are Harry R. Warfield, president of the Inland Lines in West Virginia, Senator Joseph H. McDermott, of Morgantown, W. Va., and others. At the time the maps were placed on record, it was reported the extension would be a part of the West Penn system.

The West Penn., controlled by the Kuhn interests is said to be the owner of the largest traction mileage in the country. Recently it was granted a franchise at Washington, Pa., to which an extension is planned.

The Inland syndicate of New York, which recently purchased the City & Elm Grove line at Wheeling and the Union Utilities interests at Morgantown, W. Va., is said already plan the extension of their lines to connect the two cities and intermediate points. If the Inland plan, which also comprises an extension up Decker's Creek, from Morgantown, W. Va., to Grafton, W. Va., is carried out, it will extend lines into the heart of West Virginia and connect the three big steam roads of the State, the Baltimore & Ohio, the Coal & Coke and the Western Maryland.

A contract has been let by the West Penn. for the line to connect Latrobe with the main line from Connellsville to Greensburg, at the Hecla works of the Frick company. This will give the West Penn. through connections to a thickly populated section. The company had secured most of the right of way for a line from Greensburg to Latrobe by way of Crabtree and New Alexandria but was unable to obtain Greensburg franchises for an outlet. Work will be started at once on the Hecla extension.

At Kittanning the company is erecting a car barn and a sub-station extension to the powerhouse, and recently added to the equipment at Butler, Washington and other points. Contracts have been let recently and work will begin immediately on sub-stations at Vandergrift and Freeport.

B. & O. BREAKS RECORD FOR BUSINESS DONE IN AUGUST

System's Gross Earnings, According to Report, Were \$3,875,271, an Increase of \$306,000.

The August statement of the Baltimore & Ohio Railroad shows gross earnings of \$3,875,271, an increase of \$306,000 over the corresponding month of 1911, and more than \$300,000 above the highest previous monthly achievement. An increase of \$312,775 in transportation expenses, and an increase of \$215,892 in expenditures on maintenance of way and structure and on equipment, practically offsets this large increase in revenues, the net gain being reduced to \$59,051. The total net for the month was \$2,867,251.

The cost of the new tunnel at Sand Patch will be \$1,500,000. Its completion will bring to a successful finish the elaborate campaign of improvement, betterment and reconstruction entered upon by Daniel Willard, soon after taking the presidency of the system nearly three years ago. During that time, approximately \$70,000,000 has been expended on the property to put it in first class shape. The system is now double-tracked to Chicago, excepting for a stretch of a few miles. Its equipment has been enlarged, terminal facilities improved, grades reduced, track straightened and operating efficiency improved at every point. The company has 22,000 cars in use at the present time, having added 12,000 cars to equipment in the last year, with 2,000 steel gondola cars to be delivered in November and December.

CONTRACT LET FOR WEST PENN. BAGGLEY-HECLA EXTENSION

Work on Nine and Half Mile Road is to Be Completed Immediately.

John C. Herndon Company of Akron, O., have been awarded the contract for the 9 1/2 mile Baggley-Hecla extension of the West Penn. Railway Company. Work is to begin at once and the contract is to be rushed to completion.

Billy Sunday at McKeesport. The Rev. William A. Sunday, famous evangelist, plans to open a campaign in McKeesport, Sunday, November 2.

REPORTED THAT ENGINEERS WILL RECEIVE WAGE INCREASE

Renowned Board of Arbitration Favors Small Increase to Local Drivers.

While the report of the board of arbitration upon the demands of railroad engineers for higher wages is in the hands of the secretary, it is said the decision will favor a small increase rather than the full rate demanded by the men, according to local reports. The full increase would mean between \$7,000,000 and \$8,000,000 a year added to the payrolls of the railroads. If the engineers and other employees win, the ultimate burden on the roads would represent an increase of \$60,000,000 to \$70,000,000.

The roads affected by the award operate in the territory north of the Ohio and Potomac rivers and between the Mississippi river and New England, 50 in number. They include the Baltimore & Ohio, the Pittsburgh & Lake Erie, Pennsylvania and Western Maryland in Connellsville.

There are reasons to believe the Baltimore & Ohio railroad engineers will receive a fair increase in wages. A committee from the divisions of the varying length of the roads is meeting with President Daniel Willard in Baltimore. It will announce a moderate increase in wages, starting from October 15.

The point in contention is that of working conditions. The engineers have been asking a modification of hours of service, but on account of the varying length of the roads, the company apparently has been unable to arrange runs so as to meet all the requests of the men.

BALTIMORE & OHIO CONTROLS ELKHORN & SANDY VALLEY, 151

Railroad to Assume Ownership of Line in Kentucky Valued at \$5,000,000 in Mortgage.

On October 1st the control and operation of the Elkhorn & Sandy Valley railroad, constructed in Kentucky from the Big Sandy branch of the Chesapeake & Ohio to Jonids, the headquarters of the Consolidation Coal Company's mining operations, will be turned over by the coal company to the Baltimore & Ohio Railroad Company, according to local reports Thursday.

Making a final inspection of the road before it is transferred to the Baltimore & Ohio are President J. H. Whelan, Baltimore; Vice President George T. Watson and Chief Consulting Engineer Frank Haas of the Consolidation company, of Fairmont.

For a number of weeks it had been anticipated the Baltimore & Ohio would take over the Elkhorn & Sandy Valley. Several weeks ago, J. H. Laughlin of the Baltimore & Ohio and formerly superintendent of the M. R. division, was sent to Kentucky to take over the superintendency of the new line.

To build and equip the Elkhorn & Sandy Valley railroad, including sidings, has a mileage of 40 miles, cost \$5,000,000 or \$125,000 a mile. Ninety-pound steel rails are laid the entire length of the main line, which is 30 miles. There are 44 steel bridges built on concrete foundations.

TWENTY NEAR DEATH AS THE "DUQUESNE" HITS HAND CARS

Baltimore & Ohio Fast Train Smashes Two Cars in Section Men Leap for Life.

Twenty section men riding on three handcars on the main line of the Baltimore & Ohio Railroad, through the Connellsville yards, had a narrow escape perhaps from death. Friday morning when the Duquesne Limited, audaciously rounding the curve, crashed into two of the cars. The men, seeing the fast passenger train bearing down upon them, jumped, and escaped injury. The pilot of the Duquesne engine was torn off and the train delayed about 20 minutes.

The section men did not have time to remove the hand cars from the rails. The third hand car, in the rear of the two, was not struck by the train. The accident occurred at 6:55 o'clock. It was the first of the kind according to local railroad men, in the yards here.

STEINER SUPERINTENDENT OF CONNELLSVILLE EXTENSION

Transfer of Western Maryland Officials, Effective October 1, is Local Report.

Several changes as to division superintendents of the Western Maryland were reported, Saturday, effective October 1. It was said H. E. Berry of the West Virginia division, will go to Hagerstown to take charge of the Maryland division, and that Superintendent C. A. Steiner will return to his former post at Cumberland, and also will have charge of the Connellsville extension.

The West Virginia division comprises five districts from Cumberland to Thomas, Thomas to Durbin, including the Davis and Huttonville branches, the Georges Creek, the road to State Line, Pa., and the Connellsville extension.

McKEESPORT TO BAR B. & O. IN HAULING PITTSBURG WASTE

City Authorities Threaten Suit Against Company Because of Neglected Debris.

Unless the firm holding the contract for the removal of the garbage from the city of Pittsburgh, secures dirt-tight cars at once, the authorities of McKeesport, it was reported here today, will go into court and demand that an injunction be granted to prevent the Baltimore & Ohio Railroad Company from hauling the Pittsburgh garbage to the reduction plant 15 miles east of McKeesport.

Upon complaint that the cars are worn out and cause the garbage to be soiled along the tracks, and in view of the prevalence of smallpox in Pittsburgh, the authorities of McKeesport feel justified in taking action.

RUMORED WEST PENN. PLANS EXTENSION OF LINE TO JOHNSTOWN

Reports From Flood City Indicate Building to Blairsville Soon.

TO ACT WITH INDIANA COMPANY

Scheme, as Forecast, Means Road Projected from Connellsville to Cambria County City—Workmen on Stretch Between Two Points.

There were rumors here Friday to the effect that the lines of the Indiana Street Railways Company will soon be connected with those of the West Penn. company. Two points are named as the place of meeting. The West Penn. is active at Kittanning and Flood City, Armstrong county, and the Indiana company contemplates the extension of its line to Jacksonville, not far from the Armstrong county points.

Latrobe is not far from Blairsville, the present terminus of the Indiana system, where, it is reported, the West Penn. contemplates an extension, and it is probable the connection for that place will be at a point above Blairsville or near Blairsville intersection.

Connecting the two systems means it will be a short time until the 24-mile stretch of track between Blairsville and Johnstown will be negotiated. A corps of surveyors already is at work between Johnstown and Blairsville.

DONNER HEADS CAMBRIA STEEL

Frick Associate Elected President of Independent Johnstown Concern.

William H. Donner, of Pittsburgh, yesterday at Philadelphia, was elected President of the Cambria Steel Company as the result of the retirement of Charles E. Price and the death of John H. Ligon.

President Donner developed in the steel industry in Pittsburgh. His early connections were with the Inland and Indiana companies, one of the organizers of the National Tin Plate Company, which built a plant in Monaca, but subsequently sold out to the American Tin Plate Company, and later passed into the control of the Steel Corporation.

Donner then became identified with the Frick company, which was then a part of the extensive steel operations and organized the Cambria Steel Company, which obtained a large tract of land along the Monaca river opposite Monaca, and which was named Ligon, and was built and operated successfully, and the Union Steel Company promised to become a powerful factor in the steel industry when the Steel Corporation then formed but a short time became its purchaser.

Donner then withdrew from active participation in the steel trade and devoted himself to other interests.

GARY SEES EUROPE ADVANCE

Chairman Steel Corporation Cites Old World as Example.

Robert H. Gary, chairman of the United States Steel Corporation, upon his return from an extended vacation in Europe, said of conditions in Europe that they had never been so prosperous as at present, so far as he could observe. He was speaking of the political or sociological, but of conditions in the industrial world. He said the people in Europe lived better and spent more money than ever before, and that the standard of living had been raised.

"About 15 years ago," said Judge Gary, "women did more of the agricultural work in Europe and men were used in the fields for plowing. Today one sees more men than women at work in the fields, and the standard of living is higher. There are many things in the manner in which European nations conduct their general affairs that we might copy to our profit." He explained that the municipalities were much better regulated and governed; that the laws were observed and respected; that the highest standards of efficiency were maintained; that the resources for greater than the countries of Europe, but might well take a lesson from the nations of the Old World in regard to such matters.

OHIO TIMBER DEALERS BUY LOCAL TRACT OF 450 ACRES

Will Develop Immediately; Willis E. Kerr in Charge of the Work.

Willis E. Kerr and H. Marguerite, Ohio timber dealers, have purchased 450 acres of timber land in the Hampshire valley, not far from the Humbert plant and will begin immediate development of the tract. Mine timbers, logs and ties are to be cut. It is estimated it will require two years to remove the timber from the property.

Kerr will be in active charge of the work, and has moved his family to Connellsville. They are living at Patterson avenue and Astor street, South Side. The purchase price was \$4,625.

Cleveland Has Hard Coal Famine.

CLEVELAND, O., Sept. 28.—Cleveland coal dealers said today, the present hard coal famine is the worst in years. Hard coal is practically off the market, and the dealers are distributing their supply among as many families as possible. They hope to break the famine before the holidays. Hard coal in Detroit is quoted at \$8.50 a ton.

Frick Engineer Resigns Post. C. L. Patterson, for the last 10 years connected with the Frick Coke Company as engineer and superintendent, has resigned, effective October 1, to become superintendent of the hardwood mine of the Asta-Connellsville Coal Company.

VACUUM INTERESTS AGREE AS TO REORGANIZATION PLANS

McCorm-Howell Stockholders and Creditors Arrange Details for Continuing Business.

It was officially announced Friday in reports from Chicago to local interests that the creditors and stockholders' committees of the McCorm-Howell Company are in full accord concerning all details of the reorganization plan and a formal statement will be made October 1.

Lloyd McCorm, head of the concern, formerly of Uniontown, recently was in Somerset county, planning to make his home there.

The reorganization plan provides for the formation of a new corporation with a capitalization of \$1,500,000, 7 per cent stock. The sums due the creditors of the defunct vacuum cleaner machinery concern aggregate \$2,000,000. These creditors either may take 25 per cent in cash for the amount of their claims or 75 per cent in new preferred and 75 per cent in new common stock for the par value of the funds due them.

Reports that the stockholders of the McCorm-Howell Company are to be assessed are a misconception of facts. The attorneys for the reorganized body today explained that the shareholders of the defunct concern are to be paid in cash for their claims. The holders of the present stock will be offered new preferred stock at a price soon to be announced, and will be permitted to subscribe up to a certain percentage of their holdings, each share of the senior issue of new stock thus allotted carrying with it a bonus of 10 per cent in new common stock. This plan, the representatives believe, is the best that could have been worked out of the entangled mass of financial wrecks and will afford stockholders an opportunity to retrieve a substantial part of their investments.

A New York firm of bankers has underwritten the reorganization plan and necessary funds will be furnished when needed.

Provided all the creditors decide to take the new securities, the disposition of the new company's stock will work out as follows:

	Preferred Stock
Twenty-five per cent of claims	\$500,000
Remaining for underwriters	\$50,000
Total	\$550,000

	Common Stock
Seventy-five per cent of claims	\$1,500,000
Bonus to subscribers	\$20,000
Total	\$1,520,000

Leaving for various purposes, \$700,000. The announcement setting forth the terms of the reorganization will be mailed next Monday.

NEW PITTSBURG PACKET LINE

Plans Outlined for Freight and Passenger Service to New Orleans.

A company capitalized at \$3,000,000, that will build new and enlarged steamships, for freight and passenger service, with Pittsburgh as the home port, has been organized.

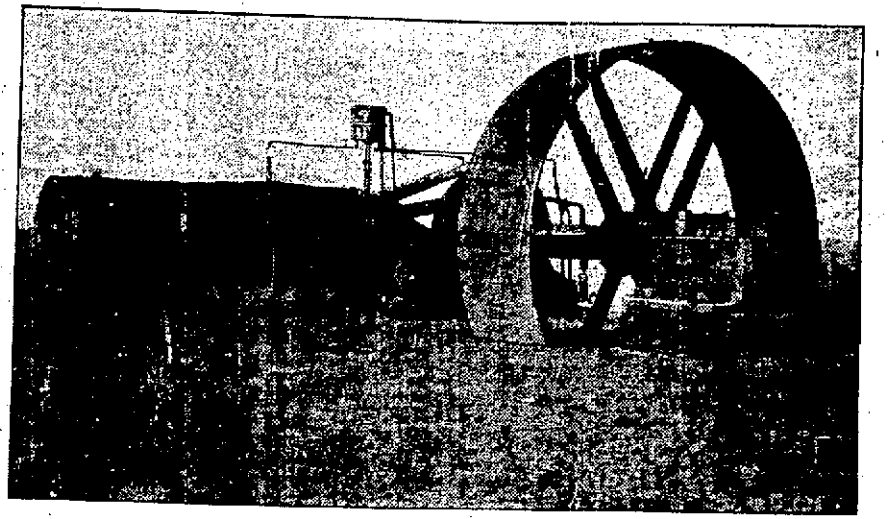
It is said the principals in the new steamship line, foresee the immense possibilities of river traffic in the completion of the locks and dams in the Ohio River, between Pittsburgh and Cairo, Ill., and propose to meet the demand with boats of modern and enlarged type for freight and passenger service.

The plans embrace daily arrivals and departures of steamboats, to and from Pittsburgh, within 18 months, to terminal cities South and West, including Cincinnati, St. Louis, Louisville, Ky., Memphis, Tenn., Cairo, Ill., St. Louis, Mo., and New Orleans La.

The prospects outline an expenditure of \$2,700,000 for steamboats, with wharf facilities and terminals, at all the important landings.

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Sole manufacturers of the Lepley patents and designs, covering a full line of Modern High Grade Mine Equipment Machinery.



We have the largest and best equipped mine equipment plant in Western Pennsylvania, fitted exclusively for the production of a high grade product. We manufacture

PUMPS. ENGINES. FANS. Air Compressors. Steel Hoisting Cages.

We manufacture none but the highest grade machinery, using only the best materials to be found in the market in its construction.

We are also prepared to accurately duplicate promptly any part of any of our machines. Your inquiries will receive prompt and satisfactory attention.

STEAM, COMPRESSED AIR OR ELECTRIC. SINGLE, DUPLEX OR TRIPLEX PATTERNS. WOOD LINED, BRONZE OR CAST IRON FITTED. FOR MINE, TANK OR MILL SERVICE.

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HEAVY STEEL PLATE CONSTRUCTION FOR HIGH DUTY SERVICE. BLOWING, EXHAUST OR REVERSING. DRIVEN WITH PLAIN SLIDE VALVE, PISTON VALVE OR CORLISS ENGINES.

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Putting out good printing is our business, and when we say good printing we don't mean fair, but the best obtainable. If you are "from Missouri" give us a trial and we will show you.

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Mine and land surveys of all kinds. Plans, estimates and Superintendence of construction of complete coal and coking plants, railroads, water works, city paving and sewerage, etc. Examination and reports on coal lands and mining properties.

Specialties: Coal and Coke Plants.

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GENERAL MAP OF THE BITUMINOUS COAL FIELDS OF PENNSYLVANIA. 1909-10.

BY BAIRD HALBERSTADT, F. G. S.

Showing the location of the mines, and giving the names and postoffice addresses of the Operators.

With which is combined a Geological, Railway and Waterway Outlet Map of the entire APPALACHIAN COAL FIELD from Pennsylvania to Alabama, giving the location and extent of all the Coal Districts.

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The following is a partial list of Coke Plants for which the W. G. Wilkins Co. have been the Engineers:

Ovens	Ovens
Hecla Coke Company, Plants 1, 2 and 3..... 800	U. S. Coal & Coke Co., Cascade Coal & Coke Co., Tyler and Sycamore Wks., E. C. Frick Coke Co., Yorkrun, Shof and Bitter, Struthers Coal & Coke Co., Fairbank Works..... 260
Claver & Snyder Steel Co., Plants 1, 2 and 3..... 1,108	
Austin Coal & Coke Co., Plants 2 and 3..... 420	
Colonial Coke Company, Swack..... 100	

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High Grade Silica and Fire Clay Brick

For Coke Ovens, Furnaces, Glass Houses and Cupolas. Special Shapes on Short Notice. Tile and Ground Clays.

Annual Capacity of Combined Works 60,000,000

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